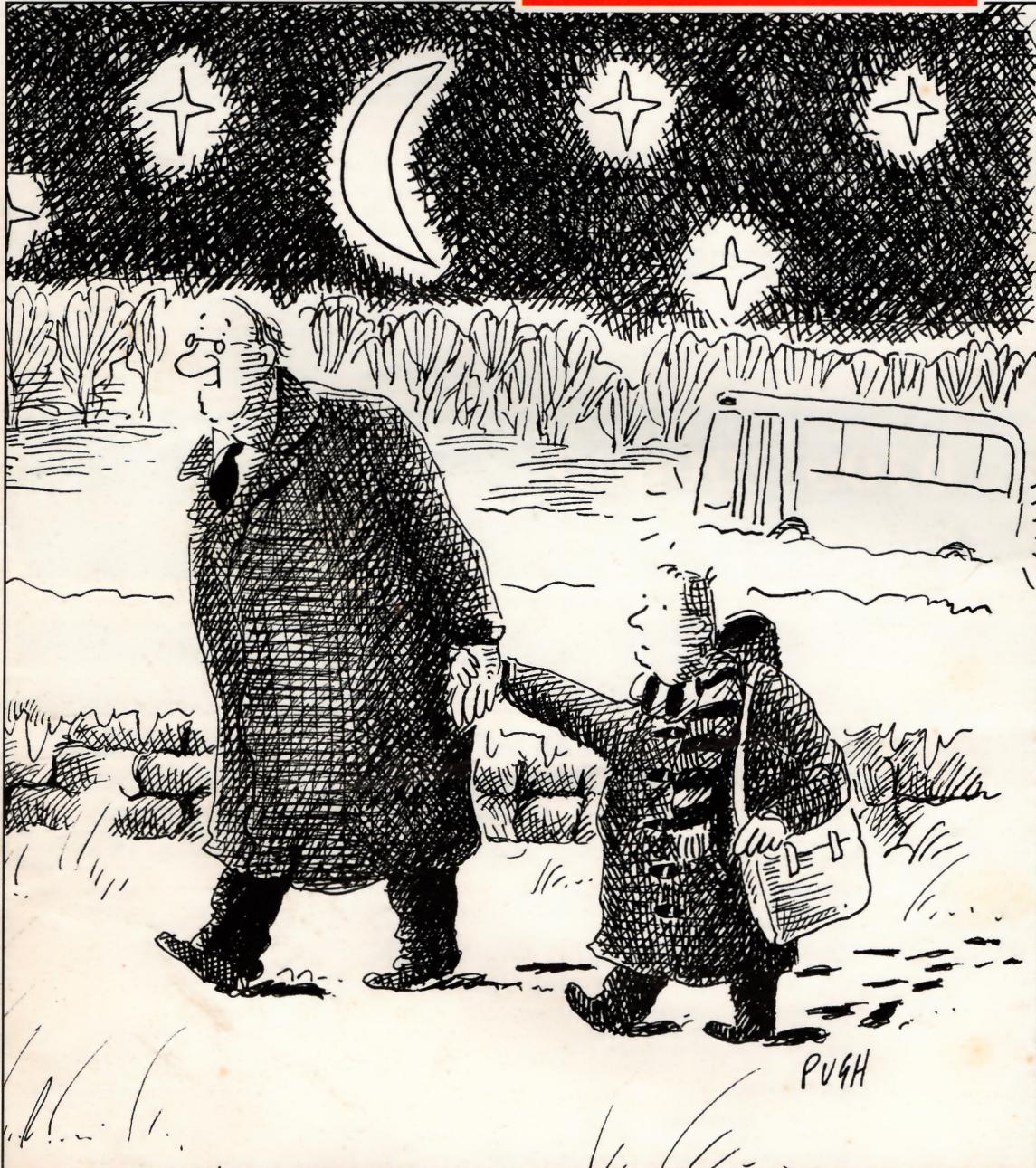


COACH AND BUS

WEEK

The PSV Industry's News Weekly

ISSUE 45 DECEMBER 26 1992



MMC LAUNCHES MID-KENT PROBE

Maidstone faces Monopolies and Mergers Commission investigation Page 5

THAT WAS THE YEAR THAT WAS

The start of a two-part feature reviewing a momentous year Pages 6-9



BRITISH BUS
PLC

NEW IDENTITY FOR DRAWLANE

Chief executive Dawson Williams on the future for British Bus plc Page 31

DOBSON'S CHOICE

A heart-warming
Christmas tale

REGULARS

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Carlton P.S.V.

DAF

1989 MB230 CAETANO ALGARVE (3.55m), 11.6 litre, ZF gearbox, 53 recliners, courier seat, curtains, carpets, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, MoT Aug '93. Stock No. 2001.

1988 MB230 CAETANO ALGARVE (3.55m), 11.6 litre, ZF gearbox, 49 recliners, curtains, drinks machine, radio/cassette/PA, power door, cont. door, tinted windows, side & rear lockers, toilet, MoT May '93. Stock No. 2

SOLD

1983 SB BERKHOFF ESPRIT, 8.6 litre, ZF 6 sp gearbox, 53 recliners, footrests, courier seat, radio/PA/cassette, power door, driver's bunk, MoT Apr '93. Stock No. 2103.

VOLVO

1974 B58 PLAXTON ELITE III with MK IV front, 51 seats, radio, side lockers, MoT March 1993. Stock No. 2094.

1983 B10M DUPLE LASER, 12 metre, 57 seater, PA/radio/cassette, 6 speed ZF manual gearbox, MoT 19.07.93. Stock No. 1074.

LEYLAND

1982 LEOPARD DUPLE DOMINANT, 51 reclining seats, double glazing, curtains, 6 speed gearbox, side lockers, MoT March '93. Stock No. 9033.

TOYOTA

1989 CAETANO OPTIMO, 18 seater, armrests, curtains, carpet, hot drinks facility, power door, boot, MoT July '93. Stock No. 2098.

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NEOPLAN

1987 JETLINER, 11 litre, Scania engine and manual gearbox. This vehicle has just been extensively refurbished inside and out in our workshops. Now fitted with the new style Neoplan front, 49 newly reconditioned reclining seats, courier seat, rear floor mounted toilet, and rear full height continental door. To be sold with cherished number plates, finished in attractive light bronze with colour co-ordinated stripes - recently MoT'd. Stock number 2087. To be sold with private plates £49,500

1983-89 SKYLINERS MERCEDES V10 ZF manual gearbox, 71-77 seats, toilet, water boilers, 2 tables, various specifications from £40,000

1988 SKYLINER MERCEDES V10 auto gearbox. Ref P1 £79,500

1987 SKYLINER GARDNER 6LYT auto gearbox, choice of 2. Ref P2/3 £65,000

These 3 vehicles are fitted with 75 recliners, courier seat, toilet, water boiler, 2 tables, etc, all with new and long MoT's.

MINIBUS

1989 TALBOT PEUGEOT TRIAXLE PULLMAN EXPRESS, 2.5 Diesel, 22 seats, plus 7 standees, Pullman body, Dip-Tac specification, power door, destination box and gear, MoT September '93. Stock No. 2089.

ALL ROADS
LEAD TO

AT JUNCTION 1, M18
ROTHERHAM
South Yorkshire



THE BUS & COACH MART

**WE WISH ALL OUR CUSTOMERS
A MERRY CHRISTMAS AND A
PROSPEROUS NEW YEAR**

1989 ENSIGN CHARISMA MERCEDES, 6spd manual gearbox, air conditioning, 49 recliners, curtains, carpets, courier seat, radio/cassette/PA, centre u/floor toilet, drinks facility, cont. door, drivers bunk, MoT April '93. Stock MO48 £54,000

1983 NEOPLAN CITYLINE /8 engine, 53 recliners, o/s centre door, drinks machine, Webasto seat, long MoT. Ref A1 £33,500

1986 LEYLAND TIGER 245 PLAXTON 3500, ZF 6 sp gearbox, 49/51 reclining seats, foot rest, courier seat, rear cont. door, power door, grey interior, orange curtains, MoT April '93. Stock No. M053 £43,500

AVAILABLE NOW NEW TOYOTA CAETANO OPTIMO II 21 Seaters Choice of Interior Colours

BOVA 1989 FUTURA FHD 12.290 INTEGRAL 12M, 49 str., centre sunken toilet, continental door, double glazing, curtains, courier seat, water boiler, no rear window, cream/green/gold.

M.O.T. 1993

BOVA 1989 FHD 12.290 INTEGRAL 12M, 51 seats (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, cream/orange.

M.O.T. 1993

LEYLAND 1989 (August) TIGER (260 BHP) DUPLE 320 12M, 53 recliners, double glazed tinted side windows with pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.

M.O.T. 1993

AVAILABLE JANUARY 1993 NEW BOVA FUTURA FHD 12.290 INTEGRAL 12M – 51/55 Seats

DAF 1987 DKLV PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for TV/video, TELMA, ABS anti-lock braking, cream/duo blue.

M.O.T. MAY 1993

BOVA 1989 FHD 12.290 INTEGRAL 12M, 51 seats grey/red moquette (46 recliners + 5 way fixed at rear). Centre sunken toilet, continental door, double glazed side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, cream/orange.

M.O.T. MARCH 1993

DAF 1987 DKLV CAETANO ALGARVE 12M, 49 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed side windows, courier seat, TELMA retarder, power entrance door, white/blue.

M.O.T. MAY 1993

LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/brown stripe moquette, rear sunken toilet, coffee machine, fridge, cream/maroon.

M.O.T. JAN 1994

LEYLAND 1983 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 49 recliners, red moquette, sunken toilet at O/S rear, continental entrance door, berth, drinks machine, plug-type power entrance door, courier seat, wired for colour monitor and video, white/red.

M.O.T. MARCH 1993.

DAF 1985 SB2300 JONCKHEERE JUBILEE P599 12M, 49 recliners, grey/orange moquette, centre sunken toilet, continental door, berth, courier seat, water boiler, fridge, splitter gearbox, white/red/gold.

M.O.T. APRIL 1993

MERCEDES 1988 (August) 811D (turbo charged) REEVE BURGESS BEAVER, 33 coach seats, grey/red moquette, finished white/red/black.

M.O.T. JUNE 1993

VAN HOOL 1986 ACRON T815 INTEGRAL 12M, DAF powered, 49 recliners, brown moquette, centre sunken toilet, continental door, berth, double glazed windows, blinds, drinks machine, fridge, courier seat, wired TV/video, cream/green.

M.O.T. JUNE 1993

LEYLAND 1989 TIGER (260 BHP) PLAXTON PARAMOUNT 3200 12M, 53 recliners, brown/beige/orange moquette, double glazed tinted side windows, pull-down blinds, TELMA retarder, chassis autolube, cream/orange/yellow.

CHOICE OF 2 IDENTICAL VEHICLES.

M.O.T. 1993

DAF 1986 DKLPL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.

M.O.T. FEB 1993

TRADE DESCRIPTIONS ACT

In detailing these used saloon coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

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MOSELEY

Dear Uncle Roger,

Thank you very much for your Christmas gift of a £15.5 million bus priority token, which we look forward to spending in the coming year.

Although £15.5 million sounds like an awful lot of money, we are sure you will agree we are going to spend it wisely or you wouldn't have given it to us in the first place. The Leeds guided bus, the bus lanes and priorities in Manchester and Middlesbrough and Birmingham, the real-time passenger information in Blackburn and the park-and-ride schemes in Bristol, Chester and Norwich, and the rest are all sorely needed.

The real question is, is it enough?

This is the season of goodwill, and we don't want to spoil things by mentioning the recession, so we won't. Instead, let's talk about the green shoots of spring and the coming (please) economic recovery.

Cast your mind back three or four years, Uncle Roger. In those days, before Great Aunt Margaret went away, the economy was booming and

And that's the real point of this letter. We're most certainly not ungrateful and we certainly don't want to seem greedy, but we do need to plan more than a year ahead at a time

everyone complained about the resulting traffic congestion. The traffic doesn't seem so bad at the moment, but as the economy gets better it can only get worse.

And that's the real point of this letter. We're most certainly not ungrateful and we certainly don't want to seem greedy, but we do need to plan more than a year ahead at a time. So what we're after, Uncle Roger, is some kind of long-term commitment. The thing is, it may well be that we have to ask for an even bigger Christmas present next year. It may seem to the rest of the family that we are being a little greedy, but we're sure they will understand that it's not really for us, it's for all of us.

With our best wishes for the new year

The British coach and bus industry

Coach and Bus Week is published by Emap Response, part of Emap Business Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Telephone 0733 63100 Classified Advertising 0733 898111 Fax 0733 62656 Telex 32157. ISSN 0953-8240

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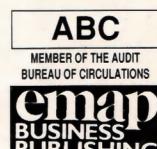
Coach and Bus Week is available only by pre-paid subscription. Domestic subscription rate is £45 per year; Europe £85 and worldwide air mail £115. All rates include postage.

Contributions should be sent to The Editor, **Coach and Bus Week**, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Typesetting and origination:
Meridian Media Services Ltd, Orton Southgate, Peterborough.
Printing: William Gibbons & Son.

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■ COACH

Completing the set

THE Kings Ferry of Gillingham now has a full set of Berkhof products with the delivery of two Berkhof Excellence 2000HD-bodied Scania K113TRA double deckers (above).

Already in the fleet are examples of all others in the Berkhof Excellence range available in the UK market place - 1000 Midi, 1000, 2000, 2000HL and 2000HD.

The deckers are powered by Scania 363 bhp engine driving through GR801/CS seven-speed gearbox with Comfort Shift easy gear change.

Specification includes 76 reclining seats, Sutrak air-

conditioning, double-glazing, toilet, fridge and hot water boiler, crew seat, and Blaupunkt audio system.

• Starline Travel of Knutsford is the second operator to take a 10-metre Berkhof-bodied Dennis Javelin.

The 3.47-metre high coach is fitted with rear kitchen/server and floor-mounted toilet.

It has seating for either 36 passengers in reclining seats or 32 passengers with two tables.

Coach and Bus Week has road tested this coach and a full report will appear early in the new year.

■ BUS

Freeman gives £15m bus boost

By Richard Simpson

priority and traffic management schemes.

In a written answer to a Parliamentary question from Jim Lester MP, Mr Freeman said: "I am delighted that we have been able to increase substantially the level of resources available for measures to support bus use.

Some of the most interesting projects allocated cash include the Leeds guided bus scheme; a Data Trak vehicle detection and real-time passenger information system for Nottingham; and the south and west London bus demonstration project.

Park-and-ride schemes in Gloucester, Winchester, Norwich, Oxford, Bristol, Cambridge, Chester and Exeter will also receive support, along with various bus

atively modest sums, enormous progress can be made in getting Britain moving again.

"Roger Freeman has consistently pressed the case for the bus and we are very pleased that he has been able to secure additional funding for much-needed bus priority schemes.

"BCC originally proposed a package of demonstration projects at a cost of £17.5 million and this has been exceeded by more than £4 million.

"The enthusiastic response from local authorities, with 182 bids for projects proposed by a total of 79 councils and passenger Transport Authorities proves that the bus is about to return to centre stage in the transport arena."

■ COACH AND BUS

Drawlane renamed - now it's British Bus plc

INDUSTRY giant Drawlane has been renamed British Bus plc following the departure of Ray McEnhill and Adam Mills for National Express (Coach and Bus Week, December 5).

The change establishes the bus company's identity as being entirely separate from the coach marketing

operation. British Bus plc chief executive Dawson Williams said: "Our over-riding principle will be to continue the policy we have developed over the past two years, to continue to trade profitably and to seize every opportunity to acquire business that will provide sound growth for the

group, in the UK, in Europe and worldwide. We are justifiably proud of the strong management teams we have in our subsidiaries and they have given their commitment to the company's continuing development."

Since 1990, Drawlane's operating profits have increased by 350 per cent,

and the new company will enjoy the continuing support of the Bank of Boston.

Ian Harvey, senior vice president of the bank, said: "We are pleased to continue to support Dawson Williams and his colleagues."

■ Feature: Page 31.

■ BUS

Beginning of end for RMs

THE end of crew operation in Carlisle was signalled when transport minister Roger Freeman launched the first of 40 new Volvo B10M buses for Cumberland's city services.

Cumberland's £3 million investment will transform all city services at the beginning of next year, with the opportunity being taken to retrain all 120 drivers in modern standards of customer service.

The route network will not be changed dramatically but a new colour guide and timetable is being distributed door to door, with

all city bus stops being replaced to show frequency and fares information.

Cumberland's Routemaster fleet will be retired but, as some routes will no longer have conductors, city centre stops will be manned by 'customer carers' from mid morning onwards.

The carers will sell tickets in advance, keep an eye on timekeeping and issue information in a unique combination of the duties of conductor and inspector.

The company pledged itself to keeping fares stable for a third year and is to introduce further local fare

bargains. Welcoming Mr Freeman to Carlisle, Stagecoach Holdings chairman Brian Souter said the company was proud of what it had been able to achieve for the city.

"We have made this unprecedented investment in Carlisle because we are convinced that, in a city such as this now starting to get clogged with congestion, the bus that's modern and environmentally friendly does really offer the only chance of a fundamental change of direction away from the destructive dominance of the car."

CBW



Carlisle Routemasters face retirement



Maidstone & District facing complaints

COMPLAINTS about predatory pricing and overbussing by Maidstone & District have been referred to the Monopolies and Mergers Commission for investigation.

Alleged anti-competitive behaviour in the bus war between M & D and several other independent operators, including Bygone Buses, Mercury and Turners, reached the ears of the OFT this summer.

According to complainants, M & D has run services uneconomically, parked vehicles in bus stops, and refused access to bus stations which it manages.

The MMC now has six months to decide whether a monopoly exists in mid Kent and if it operates against the public interest. If it believes this is so, the Secretary of State can then authorise

By Mark Williams

remedial action.

"I have been the Director General of Fair Trading for six months. During that time, I have noticed the large number of complaints which my office receives alleging anti-competitive behaviour by bus companies," said Sir Bryan Carsberg, who took over from Sir Gordon Borrie.

"I am determined to take action against anti-competitive behaviour in the industry so that the benefits that competition brings to passengers, in terms of increased efficiency and improved services, can be realised."

Maidstone & District says it will be co-operating with the MMC fully but says referral was "unnecessary

and unjustified."

"We believe that the so-called dominant position that this company has acts firmly in the public interest, and we are confident that this will be demonstrated by the MMC report," says an official statement by managing director Steve Trenerry.

The rest of the statement suggests M & D will attempt to defend itself on the grounds that its alleged attempts to create a monopoly in Mid Kent have not acted against the public interest, since it provides a network of services, and reinvests its small profit - five per cent on turnover in the '91/ '92 financial year - in new equipment.

Mr Trenerry said its referral would not be without cost: "It is very time consuming and very expensive,"

he said. M & D will be represented by specialist solicitors.

The company has been involved in some heated exchanges with other operators in the town before and since its acquisition of the remaining assets of Boro-line - chiefly its depot.

Buses deliberately blocking stops caused the police to threaten to book any offending vehicle for parking offences earlier in the year.

Ken Morgan, who runs one of the independents, Bygone Buses, said the decision gave him no joy: "This could have been resolved back in May, when I offered to sort things out," he said. "Perhaps we can now get on and do our jobs. The summer has cost us all a lot of money."



SOUTH Yorkshire Transport managing director, Peter Sephton (above) is pinning his hopes on the slim chance of President of the Board of Trade Michael Heseltine deciding that divestment of SYT's acquisitions is no longer mandatory.

Mr Sephton expressed disappointment at the House of Lords result, particularly as SYT had won the case in the two lower courts.

The company had always argued that its acquisitions were in the public interest and its owners, the passenger transport authority, had believed higher standards would be offered by bringing

■ BUS

Sephton hopes for DTI reprieve

the smaller companies into the ownership of SYT.

"SYT had intended to lift the quality standards within SUT/Sheaf Line," Mr Sephton said. "Basic standards had already been addressed and we had begun to purchase high-quality used buses for the fleet."

There had been a big increase in competition in Sheffield in the three years since the case began.

"We are hopeful that Mr Heseltine will recognise the very different competitive environment in South Yorkshire and Sheffield in particular, since the investigation began."

■ MUNICIPAL Bournemouth Transport wants to buy a small fleet of ultra-low floor buses in 1993, but needs a local authority contribution towards the extra cost.

Managing director Ted Reid said recent pedestrianisation of the town centre had created an opportunity to improve the bus service in the central area. Three or four low-floor buses would be required initially, said Reid: "We would then conduct an experiment in the town centre and, if that works, go for low floors on a larger scale."

The initial order depends on Bournemouth or Hampshire councils funding the additional cost over the price of double deckers.

■ TRAVELLERS Fare, the BR catering outlet which was bought out by its management in 1989, has been sold on to Compass catering which is to pay £32 million for its Casey Jones and Upper Crust station outlets. Travellers Fare, which was privatised for around £12 million, employs 3,000 staff in over 280 outlets and made a pre-tax profit of £3.6 million in 1991/92.

■ Residents are enlisting the help of the Council for the Protection of Sensitive Sites from Superstores to fight plans for a giant Tesco superstore at Meadowhead in south Sheffield.

The company faces a public inquiry in February over a 70,000 sq ft development on South Yorkshire Transport's sports ground at Greenhill which is owned by South Yorkshire PTE.

■ LONDON Buses is retrofitting Telma retarders to nearly 400 of its Dennis Dart midibuses, standardising the vehicles to the latest production specification. All LB's Darts will be fitted with Focal 90 retarders at Dennis' Guildford service centre. The modification will improve passenger comfort and safety as well as increasing the life of the Dart's service brakes.

The Telma is capable of providing up to 80 per cent of the Dart's braking requirements and offers three levels of retardation which are progressively triggered as the vehicle's brake pedal is operated.

■ BUS

Law Lords back MMC appeal

THE Law Lords have upheld the Monopolies and Mergers Commission's right to declare against South Yorkshire Transport (Coach and Bus Week, December 5).

In a case which will have far-reaching implications, the Lords upheld the MMC appeal by a five-to-one majority, and forced SYT to agree to sell its acquired companies that have been amalgamated into the low-cost Sheaf Line unit.

Led by Lord Mustill, the Lords cited the Monopolies and Mergers Commission's case against Badgerline as evidence of the meaning of "substantial part of the UK."

Even though the area in the Badgerline case was smaller than that in the SYT one, Lord Mustill held that

"we find the commission equating 'substantial' with 'something real or important'.

"Accordingly, although I appreciate the reasons why in the court below it was held that the commission had entirely misunderstood the contents of the words 'a substantial part,' I have come to the conclusion that the report does not disclose this fundamental mistake."

SYT now faces legal costs of at least £1 million, and the need to agree disposal of the acquired businesses with the Office of Fair Trading.

The rest of the industry has to face further MMC action, particularly in the case of Stagecoach in Hastings and Calderdale at Trimdon.

That was the year that was - 1992 review

YES, 1992 was the year the bus and coach industry bottomed out. New bus and coach sales started to pick up, although full-size bus purchases still fell.

The Conservatives were re-elected for another term and we got yet another new Transport Secretary, but kept Roger Freeman as Minister and gained another Minister for Transport in London.

EuroDisney opened in France, but drivers' facilities were non-existent because it was thought that drivers preferred to pay to visit Mickey Mouse.

Bus priorities gradually improved, especially in London, but in Sheffield the deputy traffic commissioner called time on unchecked competition.

The Blackpool Coach Rally failed to materialise for its 32nd appearance, and the Southampton Rally returned to Brighton and pouring rain.

The following week by week summary, of the major events of 1992 in the coach and bus industry, listed as they appeared in *Coach and Bus Week* serves as a useful index for all back copies.

January 11th

National Welsh went into administrative receivership as creditors ran out of patience and other operators including South Wales Transport registered replacement services.

Shearings' bus services in the north west transferred to Ian Longworth's Timeline as the tour giant centralised its management at Wigan.

Strathclyde Buses profit fell to £182,000 (£2.176m) as South Yorkshire Transport lost £102,000 (£1.3m profit in previous year).

Stuart Johnson was ousted from the board of his dealership in Worksop, leaving Scania to run the business on its own.

January 19th

Proudmutual, the owners of Kentish Bus were expected to buy Maidstone Boro'line, but ended up only buying the LT contracted side of the business.

Year end figures for 1991 showed the lowest ever new vehicle sales with 1,871 new buses and coaches registered (2,630 in 1990) of which only 675 are coaches (1,099).

Bus & Coach Council slammed the Government for allowing an EC directive to reduce speed limits to 62 mph in 1994 to be accepted.

Andrew Jarosz looks back on the main events of 1992 in the first of a two part news roundup

Marshalls of Cambridge planned to re-enter the bus body market after buying the designs, jigs and tools from the receivers of the Carlyle Bus Centre.

Thamesdown Transport took over Kingston Coaches of Winterslow with help from Southampton Transport.

February 1st



Capital Citybus floated

Transport Minister Roger Freeman earmarked 24 different bus priority schemes in the first phase of his £10m handout. £3m was allocated and Sheffield got £350,000. Leeds received funding for its guided bus project.

Federation of Transport Officers (FOTO) in Eire accused its own government of dragging its feet over deregulation in the country.

Eddie Brown Tours of Helperby moved in to bid for, and later secured Yorktour, where Brian and Pat Knowlman were selling up.

February 8th

TT Tsui's Citybus Holdings, parent company of Hong Kong Citybus and Capital Citybus was floated in Hong Kong.

Scottish Bus Group privatisation netted £102m. The proceeds represented a surplus of £73m over the book value of the group's investment in its subsidiaries.

February 15th

Department of Trade and Industry clamped down on details for tour operators' brochures in a new consultative document.

Business boomed on Oxford's commuter runs to the capital as both Thames Transit and Oxford Citylink ordered new coaches.

Cannon Coaches of Bolton put its Dutch subsidiary Evag up for sale. Sixteen coaches and property were expected to raise £750,000.

Westminster City Council considered licensing sightseeing tours after failing to agree with the various tour operators that pick up in its area.

Guide Friday won a six-month battle to be ready for operation during Expo 92 in Seville.

February 22nd

National Welsh receivers sold four depots to a consortium led by Julian Ped-



National Welsh in receivership

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1988 (F) LAG PANORAMIC DAF DVK 290 hp, Telma retarder, Webasto, 49 reclining seats, courier seat, centre toilet, continental door, 2 x TV/video, boiler, fridge, bunk, double glazing, carpets and curtains £71,000

1987 (D) SCANIA K112 PLAXTON 3500. Telma retarder, 51 seats, centre toilet, video system, water boiler, double glazed with curtains, steps and cont. door £55,000

1987 (D) LEYLAND TIGER 260 DUPLE 340. 48 recliners, rear sunken toilet, boiler, fridge, video, cont. door £44,000

1986 (C) DAF SB2300 DHS PLAXTON PARAMOUNT 3200. 49 recliners, sunken toilet, single glazed £39,950

1986 (C) VOLVO B10M CAETANO ALGARVE. 49/53 seats, centre toilet, TV and video, courier seat, blinds £42,950

1985 (C) DAF MB 230 LAG GALAXY. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white £34,750

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1992 Review

dle of Stevensons for £750,000. He sold Aberdare and Merthyr depots on to Offer Demo - a company formed by the directors of Cynon Valley Transport.

Porth and Caerphilly depots formed up the 'New Rhondda' company.

Midland Red North lost 24 buses worth £3m in Stafford depot fire.

George Watson, md of East Midland, left the Stagecoach subsidiary and bought a quarter share in independent Sheffield Omnibus.

Plaxton relaunched French-built 425 integral as rumours of impending closure of its Carrosserie Lorraine plant grew.

Cambus wiped out competition by taking over Millers Coaches of Foxton.

February 29th

Western Travel's Red & White company launched Merthyr network against CTV's operation which cost £500,000. More registrations in Aberdare were not ruled out.



New coaches for Oxford commuters

Sheffield City Council applied for Traffic Regulation Order to limit the number of buses on certain central streets.

Office of Fair Trading decided to investigate Stagecoach subsidiary Southdown over competition in Bognor. Association of London Authorities called for traffic restraint measures to prevent forecast gridlock in the capital.

March 7th

London Buses revealed its refurbished Routemasters which were expected to have their 30-year life extended by another ten.

Go-Ahead Northern proposed a £2.5m guided busway between Sunderland and Newcastle to be operated by low-floor articulated buses, as alternative to a £200,000 Tyne & Wear Metro extension.

Midland Fox sold off Shelton Orsborn operations at Woolaston to two staff, three years after taking the coach company over.

Ossie Blythin came out of semi-retirement to buy Shearings' Llandudno operations and planned to trade as Empire International Travel.

Kings Ferry driver acquitted of smuggling charge after £176,000 worth of cannabis was found on his coach at Dover Docks.

March 14th

Plaxton announced £6.8m loss which included costs of closing Reeve Burgess at Chesterfield and Carrosserie Lorraine in France.

Cowie group recorded net profit of £18.2m which included £1.23m from Grey Green and £0.835m from Hughes DAF coach dealership.

Preferred bidder Guide Friday withdrew its £750,000 bid for London Coaches and management became favourites to secure sale.

Competition escalated in Chatham between independent Mercury and Maidstone & District, which was also involved in conflict with Boro'line.

JHM Travel of Peterlee went into liquidation, as Capitol of Cwmbran sold off the last of the Hills of Tredegar bus services.

March 21st

R & I Coaches of north west London set up an operating base in Milton Keynes and started two routes with five buses.

Trent Buses reported a five per cent passenger increase after rebranding Nottingham to Derby routes as 'Rainbow routes' with new Optare Deltas.

Controversy started over cost of bids for York's park and ride which was secured by Stephensons of Easingwold.

West Midlands Travel topped the league of profitable bus companies with £6.1m, Shearings topped the coach operators with £3.65m.

Bleach's Travel of Hetton Le Hole ceased trading.

March 29th

West Midlands Travel bought up rival Tame Valley Services for £360,000 after Drawlane asked for its financial backing to be paid back.

Stagecoach signed up a deal with British Rail to attach its own carriages to the overnight London to Aberdeen services.

Omni Coach Ltd took over from Omni Bus Co Ltd to restart production of the original CVE Omni minibus at Shildon.

Voyager International sold its fleet of eight Neoplan Skyliners to Mandale of Penrith which continued to operate them on Impact Holidays.

April 4th

Volvo and Scania announced plans to join Mercedes in marketing guided buses in the UK.

Optare introduced 9Nox engine to its Delta range, as the prototype Spectra double decker entered service with Reading Transport.

London Coaches took over contracted route 726 from Dartford to Heathrow using ten Ikarus bodied DAF SB220 buses.

Timeline Travel completed the purchase of Shearings' bus operations with 89 buses and four depots in action and a head office at Leigh.

April 11th

Manchester's £130 million Metrolink tramway started running - over six months late.

Plaxton group divested itself of its Mellor of Rochdale and Colman-Milne of Westhoughton subsidiaries to a joint management team for £2.3 million.

National Express sold its share of Thethens Travel Services to brothers Michael and David, with the whole of Dorset Travel Services going to Bournemouth Transport.

Blazefield's Keighley & District won £180,000 of North Yorkshire contracts and planned to set up a new local subsidiary.

April 19th

Stagecoach sold its Glasgow based Magibus operation to Kelvin Central leaving itself clear to bid for Strathclyde Buses.

Blazefield took over Ingfield Coaches of Settle for its new NYCC contracts, and Sanders of Holt purchased Fakenham based Bammants Coaches.

Operators raised protests over Chester City and Cheshire County Councils' plans to close off critical city centre streets to bus traffic.

Former Carlyle Bus Centre director Chris Jones set up the Birmingham Bus Centre Ltd. in Selly Oak.

April 25th

Conservatives won the general election. John MacGregor became Transport Secretary and Roger Freeman stayed on as public transport minister. Municipal company sales were back on



R & I move in



Coach of the



Milton Keynes

the agenda.

Cynon Valley Transport pulled out of Merthyr bus war leaving Red & White to take on its 60 staff.

Decision was reserved by deputy traffic commissioner Brian Horner after two-day public inquiry on application to ban some buses from Sheffield's congested roads.

Dublin planned guided busway on disused railway line to Bray subject to grants from EC.

London Buses announced results which were £6 million better netting out at an £81m loss.

May 2nd

National Express turned in a second half year profit giving a £1.9 million profit for the whole of 1991. Wallace Arnold upped its profit to £3.7 million for the same year.

Steven Norris was appointed Minister for Transport for London.

UK Coach Rally returned to Brighton after three years in Southampton and Tellings Golden Miller's Volvo became Coach of the Year in torrential rain.

EuroDisney opened and the first protests at lack of driver facilities started to roll in.

Dublin launched its first high-frequency minibus route, in spite of threats of strike action.

May 9th

Terms were agreed to sell Strathclyde Buses to its workforce for £28.1m.

EYMS group of Hull bought Finglands South Manchester Coachways of Manchester in £3.5m deal.

Western Travel purchased a minority shareholding in Circle line and competition between the two ends in Gloucester.

May 16th

Concessionary fare cuts in Cleveland and Lothian Region hit local bus operators hard.

Pride of the Road sold its South Yorkshire bus workings to rival Yorkshire Traction.

EYMS group Rail UK claimed to



Year for TGM

be the first to run scheduled train services as Stagecoach 'haulage contract' on BR trains started.

West Bromwich van conversion specialist Jubilee was bought by its management after the parent company went into liquidation.

West Midlands Travel staff started series of one-day strikes against their own company.

May 23rd

London Coaches was finally sold to its management after a series of last-minute hitches.

Dennis' parent group Trinity Holdings profit rose by ten per cent to £5.4m.

Strathclyde Buses lost 50 buses worth at least £1.5m in Lockfield Road depot fire.

LBL subsidiary Centre West planned to be the first to use real-time passenger information on a live route.

Stagecoach subsidiary Ribble proposed a cut in wages and conditions for its staff to maintain its route network.

May 30th

Wrights of Ballymena launched Endeavour bodywork for express coaches using Alusuisse construction.

Kingston upon Hull City Transport admitted to losses on engineering, proposed redundancies and called in police investigators.

Three major operators in Scarborough signed a code of conduct for the seafront route.

R & I of London doubled the size of its Milton Keynes operation.

June 6th

Maidstone Boro'line was closed by receivers, with the depot and some buses being bought by rival Maidstone & District for £975,000.

London Buses announced its intention to introduce low-floor buses to the capital with Government assistance.

Edinburgh's two major operators cut services as loss of concessionary fares support bit hard.

Optare finally admitted to a brand new 8.65-litre DAF engine in its Spectra double decker which is to be introduced on the DAF truck range.

Coach drivers took direct action at EuroDisney in protest against poor facilities.

June 13th

DTC Brian Horner granted full Sheffield TRC and banned registration of new services. Independents planned to appeal to Secretary of State.

National Express responded to Blue Line Travel of Leeming by cutting its fares to London from Leeds and Bradford by half.

Midland Fox sold off Blands of Stamford to Ralph Garratt who renamed the company Fen Travel.

Cambridge joined the growing number of cities to scrap plans for light rail transit in favour of bus priorities.

Complaints rolled in, as Land Travel of Bath continued to let down its groups

June 20th

Volvo unveiled British B10B (the successor to the Lynx) and demonstrated the first B6R midibuses.

Badgerline subsidiary Thamesway slashed fares in Southend and launched an assault on Southend Transport's commuter service to London.

Drawlane recorded a profit of £1.077 million, thanks largely to the sale of Speedlink to National Express.

An undischarged bankrupt is exposed for running Overlander of Sheffield, a cut-price



Boro'line closes its gates

challenger to National Express which folded leaving operators unpaid.

South Yorkshire Transport prepared for privatisation by proposing a package of depot closures and redundancies.

June 27th

Roger Freeman closed the door on single buyer municipal sales and declared that all new sales should be by open tender.

Scottish coach operators hit out at British Rail's price cutting on London services and responded with their own price cuts.

Bus use in Scotland was down by five per cent with former SBG companies bearing the brunt of the fall.

Fen Travel announced the start of competition against Viscount in Peterborough with two minibus routes projected.

West Midlands Metro rapid transit plans were put on hold by the Government.

● The second part of the review will appear in a subsequent issue..

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 1992 J DAF SB3000 Auto Van Hool, Alizee H, 51R/Toilet
 1992 J DAF SB2700 Auto Van Hool Alizee H, 51R/Toilet
 1990 G DAF MB230LB Van Hool Alizee H, 51R/Toilet
 1990 G DAF SB3000 Van Hool Alizee DH, 51R/Toilet
 1990 G DAF SB2305 Van Hool Alizee DH, 51R/Toilet
 1990 G DAF SB2305 DHTD Plaxton 3200LD, 53R
 1989 F DAF MB230LT Van Hool Alizee SH, 51R/Toilet + Air Con
 1989 F DAF MB230LT Plaxton 3500, 53R
 1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
 1989 G DAF SB2305 DHTD Plaxton 3200LD, 57
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1988 E DAF SB2305 DHTD Duple 320SL, 57R

1987 D DAF MB230FL Van Hool Alizee H, 51R/Toilet

1987 D DAF MB230FL Van Hool Alizee H, 55R

1987 E DAF SB2305 Van Hool Alizee H, 53R

1987 D DAF MB230 FL Duple 340SL 53R

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1987 E DAF MB230FL Plaxton 3500, 55R

1987 D DAF SB2305 Plaxton 3500, 49R/Toilet

1986 D DAF SB2305 DHTD Plaxton 3200 LD, 55E

1986 C DAF SB2300 DHTD Plaxton 3200 LD, 53E

1990 G VOLVO B10M Van Hool Alizee SH, 49R/Toilet

1986 D DAF MB200FL Plaxton 3500, 49R/Toilet

1989 F VOLVO B10M Jonckheere Deauville, 49R/Toilet + Air Con

1983 Y BEDFORD YNT Duple Dominant

1987 D BOVA FUTURA 49R/Toilet

1986 C BOVA FUTURA 57R

1985 B SCANIA K112 Jonckheere P599, 51R/T

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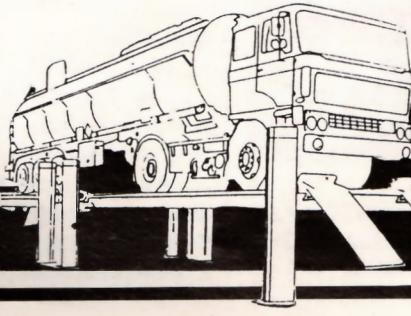
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Christmas catechism

THROUGHOUT the year readers put their questions to me. In an industry as diverse as ours, with large and small players, new entrants arriving on the scene all the time, and the ever-changing legislation, it is hardly surprising that some of the questions are fairly elementary and others require considerable research before an accurate answer can be given.

This week, as I relax over the holiday, and wish all readers a peaceful and enjoyable Christmas break, the tables are turned. How well do you know your industry? Test yourself on the following questions. The answers can be found at the bottom of this page.

Driving

1. The UK speed limit on a dual carriageway for a PSV with more than eight seats is: (a) 70 MPH; (b) 50 MPH; (c) 60 MPH?

2. Under EC driving hours the daily maximum of nine hours can be extended to: (a) 10 hours twice a week with no compensation; (b) 11 hours twice a week with compensation; (c) 10 hours three times a week with compensation?

3. The week for both EC and Domestic hours runs from: (a) 0000 hrs on Sunday; (b) 0000 hrs on Monday; (c) is a 'rolling' week?

4. The EC weekly rest period of 45 hours can be reduced to 36, or even 24 if working away from base. But the shortfall has to be compensated: (a) within the following two weeks; (b) within three weeks of when the reduced rest was taken; (c) before the end of the third week following the week in which the reduction was made?

5. Driving a laden PSV during the hours of darkness with no interior lights on is: (a) legal on a motorway; (b) legal on a private hire when requested by the organiser; (c) illegal?

6. To park a PSV at night with out lights is: (a) illegal anywhere on the highway; (b) legal on an illuminated road with the vehicle parked in the same direction as the traffic flow; (c) is only legal in a layby?

QUESTIONS & ANSWERS

Questions on any aspect of coach or bus operation that is giving you problems should be sent to: Marksman, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or by fax: 0733 62656.

Record keeping

7. What records have to be kept by law in respect of PSV driving wholly under the Domestic rules: (a) tachograph discs; (b) duty schedules; (c) none?

8. Companies have to file audited accounts with Companies House within: (a) 10 months of the accounting year end; (b) 12 months of the accounting year end; (c) 18 months of the accounting year end?

9. Tachograph and duty roster records of EC driving hours do not have to be kept by the employer for longer than (a) nine months; (b) 12 months; (c) 18 months?

10. A driver who cannot produce his driving licence on the request of a police officer may be required to produce at a nominated police station within: (a) three days; (b) five days; (c) seven days?

Money

11. Tendering Authorities can grant local bus contracts to operators without going to tender up to which maximum annual limits: (a) £4,000 per contract and £40,000 per operator; (b) £8,000 per contract and £40,000 per operator; (c) £8,000 per contract and £80,000 per operator?

12. The cost of a PSV O-licence, per vehicle, per year, is: (a) £100; (b) £50; (c) £42?

13. Before granting an international operator licence the traffic commissioner has to be satisfied that the applicant has capital and reserves equal to: (a) the lesser of 3000 ECU (£2,400) per vehicle, or 150 ECU (£120) per passenger seat; (b) the greater of 3000 ECU per vehicle or 150 ECU per passenger seat; (c) a sum which the commissioner considers adequate?

14. The National Express share offer price on flotation was: (a) £1.65; (b) £1; (c) 50p?

People

15. The Secretary of State for Transport is: (a) John MacGregor; (b) Roger Freeman; (c) John Prescott?

16. The president of the Bus & Coach Council is: (a) Graham Smith; (b) Ron Whittle; (c) Bill Cottham?

17. The senior traffic commissioner is: (a) Ron Ashford; (b) John Mervyn Pugh; (c) Compton Boyd.

Operational matters

18. How many days notice has to be given to vary a local bus service operating on Christmas day: (a) none; (b) 21 days; (c) 42 days?

19. What is the normal maximum speed limit allowed on a vehicle fitted with a tyre shown as 'K' rated; (a) 65 mph; (b) 68 mph; (c) 70 mph?

20. Windscreens washers and first aid kits: (a) have to be carried on all PSVs in service; (b) are not required on a PSV operating within 30 miles of base; (c) are not required on PSVs running registered local bus services?

21. Reversing alarms fitted to vehicles: (a) have no restrictions on their use; (b) must not be used anywhere between 2330 and 0700; (c) must not be used in restricted areas between 2330 and 0700?

22. A child whose birthday falls within a school term is deemed to be below the maximum age to occupy a PSV seat under the 'three for two' rule as long as the next birthday falls before the last day of August. Which age is applicable to this rule: (a) 13; (b) 14; (c) 15?

23. A PSV driver creeps slowly up a motorway, doing only five miles in an hour and a half as he passes the scene of a multiple pile-up. If he finishes his journey he will be at least one hour over his permitted daily driving time. Should he: (a) stop at the first service area after his permitted hours have expired until a replacement driver can be sent out; (b) finish the journey in the interests of his passengers' comfort as the delay was unforeseen and can be seen by the speed trace on his tachograph chart; (c) finish the journey and write the details of the unforeseen delay on the back of the chart?

24. The fee an operator can charge for the return of a push-chair under the Lost Property Regulations is: (a) 50p; (b) £1; (c) £2.50?

25. Under the EC Directive, from January 1 1993 any person selling a package tour within the EC other than occasionally, has to give the customer a written contract setting out all the details listed in the Directive: (a) if these details were not in a brochure; (b) if the holiday is within the EC; (c) in all cases?

ANSWERS: 1 (c); 2 (a); 3 (b); 4 (c); 5 (c); 6 (a); 7 (c); 8 (a); 9 (b); 10 (c); 11 (b); 12 (c); 13 (a); 14 (a); 15 (a); 16 (c); 17 (a); 18 (b); 19 (b); 20 (c); 21 (c); 22 (b); 23 (a); 24 (b); 25 (c). Catechism: series of questions (QED).

MARKSMAN WILL ANSWER MORE QUESTIONS ON JANUARY 9

DIARY

Hang up your coat

HERE was always an air of poignancy in the last few school runs of the term for Frank Dobson.

It was at this time that he tended to dwell on the meaning of Christmas - the topic of conversation for every school kid on the bus. And for the last four years, he came to the conclusion that the festive season was one of great loneliness.

Frank was an only child, as were both his parents. His father, a miner, had passed away when Frank was 19, victim of miner's lung. His mother never recovered from the blow. Four years later, she had suffered a debilitating stroke, and Frank nursed her for 15 years until, one evening as she watched Coronation Street, she simply closed her eyes and slipped away.

A cautious couple, his parents had made great provision for their family. The mortgage was paid when Frank's father died, and his life was heavily insured. Without that foresight, Frank would never have coped with the situation. Now that his mother had gone too, he was the heir to a pretty Yorkshire cottage and a comfortable investment.

He had been a part-time driver at Allwood's Coaches for the last 17 years, doing the school runs and the occasional day excursion... provided his mother could be with him. Jack Allwood had been very kind to him throughout, taking to the wheel whenever Mrs Dobson's need for her son was greater than his. No matter how long Frank worked, he got paid for twenty hours, and Frank always set great store in making up the time, by tidying the yard or running some other errand.

Now he was able to work all twenty hours, every week. The routine was, he often thought, the best thing about his life. He loved people's company very much but, of course, his hermit-like life in the cottage for so many years had

left him with no real friends apart from the Allwoods and their staff.

Best of all, he loved children, and they loved him. His childhood had ended abruptly when he left school, and even then had been typical of an only child. Over the years at home, he had become used to his own company. But he had become an observer, unable to join in because he had lost the knack of socialising with adults. Children were different. They

By Mark Williams

child safely to the doorstep.

Harold was always the last to say goodnight to Frank. He was nine, and slightly frail. The narrow track up to High Beck Farm was not passable by coach, so Frank always dropped little Harold by the old churn stand where his mother - a widow - was waiting for him. Tonight, his mother was nowhere in sight, so Frank and Harold passed the time talking about school while they waited on the coach.

and Boxer into the hallway.

Harold called several times for his mother before both he and Frank began to worry.

"I'll look in the byres, you look round the house," he told the lad, and set off to find his charge's parents. But the farm resembled the Marie Celeste - every evidence of habitation but not a human being in sight.

"Frank, Frank, where are you?"

It was the panicked voice of Harold. Frank sped back to the house. Harold grabbed his hand as he reached the door then led him down the hallway to where his mother lay slumped below the stairs, obviously in some pain.

Frank's coach stood flashing at the gate of High Beck Farm for over an hour - an easy beacon for the ambulance to home in on. Harold's mother had fallen down the stairs, breaking a leg and an arm.

It was inevitable that the incident would draw Frank, Eileen Hall and her son Harold together. She was nearly 50, and the farm was getting too much for her.

Debts had mounted and the roof leaked. She too had no close

relatives.

So, on Saturday, Frank found himself milking cows, carrying coal scuttles and reading to Harold. He slotted perfectly into the role - one he had dreamed about and rehearsed for so long.

"What do you want for Christmas?" she asked him as he took down his coat that evening and prepared to leave. He stood in silence in the doorway, the answer on his lips.

"I don't know," he said, dishonestly.

Eileen looked down at the welcome mat and scuffed at it nervously with her plastered foot. She looked up again, and her kind face broke into a smile.

"Hang up your coat," she said.



were generally honest, with no side and no expectations. They did not bear grudges and greeted every day with equal enthusiasm. Above all, the demands they placed on him were simple, as his mother's had been.

It was the last day of term, and the final run home for the children. Frank's route took him out of Ripon towards Pateley Bridge, then up into Kirkby Malzeard Moor, dropping children alongside the road. That night, flakes of dusty snow were caught in the glare of the headlamps and in the light streaming from misted windows. Now and then, the warm smell of home cooking would drift in through the open door of the coach as Frank watched each

After ten minutes, it was apparent that his mother was so engrossed in some other task, she had lost track of the time. Frank got Harold to button up his coat, switched the hazard warning lights on, then set off up the track, crunching through the snow with Harold. Instinctively, Harold grabbed Frank's hand, and Frank smiled. It was the first time for two years that anyone had held his hand, and it felt good.

The farmhouse lights were on, burnishing the polished cobbles and giving Boxer, Harold's terrier, a huge shadow as he raced yapping across to them. At the door, Frank knocked heavily. There was no reply, so he reached for the heavy latch and let Harold



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1986 DAF MB230DKFL LAG GALAXY

51 recliners - sunken toilet - continental door - crew seat - exterior white - MoT Jan '93. £33,500

1985 SCANIA K112 BERKHOF ESPRIT

53 recliners - crew seat - Webasto - tinted windows - Blaupunkt radio/tape - exterior white/mauve - choice - MoT Aug '93. £39,950

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Terry Clarke and Malcolm Weatherall

Is there no protection or security for operators?

From Sheelagh Green

SIR

I would like to refer to your Marksman feature in the December 5 issue, regarding the problem operators are having with the proposed EC Directive on package tours.

Too true we are all walking a tightrope when it comes to buying in hotel accommodation. It seems most hoteliers require large deposits and payment upfront, which for starters means that we

have to pay away thousands of pounds before the tour has taken place. We have no assurance our money is safe. If the hotel goes to the wall we may well go with them. Hotels should be made to protect their clients' cash. We have to protect our clients' money, is there no protection for us?

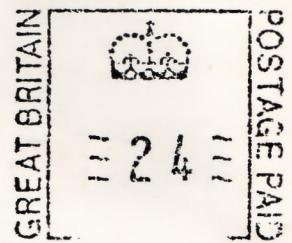
Why is it tour operators have to be the scapegoat?

It now seems a risky business even using wholesale tour operators, should they not be bonded? After all we are buying a package tour from them, so we should have the assurance that our money is

safe. We have to provide security for our passengers, who is going to provide it for us?

Surely, it makes sense that, if all aspects of the travel industry were made to have some form of protection cover for their clients' money, more operators would not risk bankruptcy.

Sheelagh Green
Instyle Coaches
2 Oakleigh Avenue
Hullbridge
Essex
SS5 6EJ



Write to: The Editor,
Coach and Bus Week,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough,
PE1 1DS,
or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach And Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Solve the problem or risk a tragedy

From Nigel Poyner

SIR

I am involved in an A-level design and technology course. This project has to be completed by March 1993.

I am interested in the coaching industry and have observed a horrendous blindspot behind the entrance door of low-driver high-floor configurations, and hope to

solve this problem. I have read your magazine and noticed that the road testers have also found this a problem.

In order to solve this problem, I wrote to manufacturers and operators, and replies have been limited.

One operator invited me to their yard to see coaches at first hand and how they have dealt with the blindspot.

Another agrees that there is a

blindspot and is interested in how I solve it.

I do feel that some effort should be made to solve this problem as one day it could cause fatal accidents.

I have specified what I want to achieve and would like some help. Please could you put my fears and aims in your magazine to show the people involved in the industry that someone is trying to help?

Any help anyone can give me would be gratefully received.

Nigel Poyner
111 Holyrood Crescent
St Albans
Herts
AL1 2LY

COACH AND BUS WEEK CHRISTMAS CROSSWORD CRACKER

We all know there's never a cross word at Christmas... apart from this one!

If the turkey and pud has settled in your stomach like lead, take a breather and solve the *Coach and Bus Week* crossword, sponsored by EP Morris, the specialist transport accountancy firm at Edgbaston, to the tune of a case of good wine.

Pop your completed entry in an envelope and send it to:
**Christmas crossword, Coach and Bus Week, Wentworth House,
Wentworth Street, Peterborough PE1 1DS.**

*First correct entry out of the hat on the closing date,
January 22, gets the prize.*

Across

- 1: Thieves (7)
- 5: Eject food and drink (5)
- 8: Ship type (5)
- 9: Startle (7)
- 10: Vehicles named after Hungarian village (7)
- 11: Lubricated (5)
- 12: Fat chance (2,4)
- 14: Loose-fleshed (6)
- 17: French retarder firm (5)
- 19: An interior refurbishment (1,6)
- 22: Provoked (7)
- 23: Village near Kettering (5)
- 24: Gather piecemeal (5)
- 25: Vehicles in motion (7)

Down

- 1: Archaic survivor (5)
- 2: Under (7)
- 3: Third planet from Sun (5)
- 4: American marrow (6)
- 5: Belgian body builder (3,4)
- 6: Lesson of story (5)
- 7: Celebration of Tiw (7)
- 12: Nought (7)
- 13: English counterpart of 5 Down (7)
- 15: Excellence builder (7)
- 16: French sex kitten (6)
- 18: Spondulix (5)
- 20: Musical about Eva Peron (5)
- 21: Imitate (5)

Name

Address

Tel:

Closing date January 22, 1993.

Sponsored by EP Morris, Birmingham

A Christmas tale or just a pantomime?

IT was all young master Freeman's fault. He had left things to the last minute, he had to decide whether to write his letter to Father Christmas or help the DTI draft the new regulations relating to package holidays. As it was December 23 and his governess in Brussels said that he had to complete his homework by December 31, the regulations won.

Father Christmas had just finished loading up his sleigh when Roger's letter arrived - a heart rending plea for a channel tunnel construction kit. It would keep him happy for years.

Not to worry, there was a small space on the back of the sleigh, just behind the Fortnum and Mason hamper for Marsham Street. And who was he to deprive a child of his present on Christmas Day?

So off he set, tachographs hanging around the necks of the reindeers like eight long service awards.

All went well, Greenland, Scandinavia, Europe, the Channel and the A2. Unfortunately, our hero hadn't bargained for the three ugly sisters, the Police, the Vehicle Inspectorate and the Man from the Trading Standards Department. His sleigh was on the

weighbridge quicker than you could say "plated weight 17 tonnes".

"17.68 tonnes" they all intoned. "Less than five per cent" said the bearded wonder and 13 pairs of legs were crossed for good luck or something (Broughton never has had good facilities, especially for passengers).

"Off you go", said the sister in blue and the one wearing the nice new badge. "What's this? Hang on", said the third sister. "I don't believe in fairies or five per cent." Off came poor Roger's present. He would have to wait another year before he could build his tunnel.

On looking at the tachograph, Father Christmas knew that he was in trouble. 23.00 hours and he still had all his drops to complete and a full complement of sugar mice passengers to drop off at various hotels en route.

In frenzied haste, he pushed on, but lo, the night sky was lit by an eerie blue flashing light and the supercharged turbo snowmobile overtook him and reluctantly he pulled into the side of the road. "An eight horse power, sorry - reindeer, powered engine with no protective covering, definitely mechanically propelled and

Barry Prior sends a cautionary message to all coach and bus operators.

It appears that even the most respected operator is not above the law

a danger to other road users," said the men in the blue and white caps. "In fact, a dangerous vehicle (1) - £5,000 and not a penny less, with 14 days to pay, and be careful when delivering those parcels, we might just think you're a burglar and, if we catch you, the full weight of the law will fall on you - a fine of, can you believe £5,000 (2).

Utterly dejected and feeling his age - would his vocational licence be renewed next year? - Father Christmas completed his rounds, 20,000 miles in 36 hours, all delivered on time, what a job, what happiness on December 25.

Rueful but content, he returned home, and waited in happy anticipation for grateful letters of thanks written in childish hand - not all MPs have secretaries - but what's this, a letter from the ugly sister in the Trading Standards Department:

"On December 24, 1992, you were stopped on the A2, when your sleigh was found to be four per cent overweight - why don't you tell us about it so that we know that the nice magistrate will convict you."

Father Christmas had seen that letter before. He put it with all the begging letters which he receives before November - he wasn't going to be caught out by that one again, but what was this one from the Vehicle Inspectorate:

"Under Section 99 of the Transport Act 1968 we require you to submit to this office

all records and tachograph charts from Messrs. Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner and Blitzen for December 23 and 24, 1992. Please send your charts to us at the above address and please don't look too carefully at the Act before sending them to us."

Father Christmas' face paled behind his snowy beard. What more could befall him? Unfortunately, among the heartfelt thanks, lay a more doleful message. It was from the Utopia Traffic Area:

"We have decided that depending whether Christmas Eve falls on an odd or even date, you either hold a PSV or LGV Operator's Licence.

It has come to our notice that on December 24 1992 you were convicted of driving a dangerous vehicle contrary to Section 2 of the Road Traffic Act 1988 as amended (a relevant conviction) and that, furthermore, on December 24, 1989, December 24, 1990 and December 24, 1991 you were convicted of the offence of using an overloaded sleigh. We consider that these offences constitute repeated road transport offences.

The Licensing Authority therefore requires you to attend before him at a Public Inquiry on April 1, 1993, when such matters will be considered. You should be aware that the Licensing Authority may find that by virtue of the above offences you have lost your good repute and that revocation of your operator's licence is therefore mandatory and, by the way, he might also bar you from holding a licence to operate your sleigh forever" (3).

Is there anyone who still believes in Father Christmas?

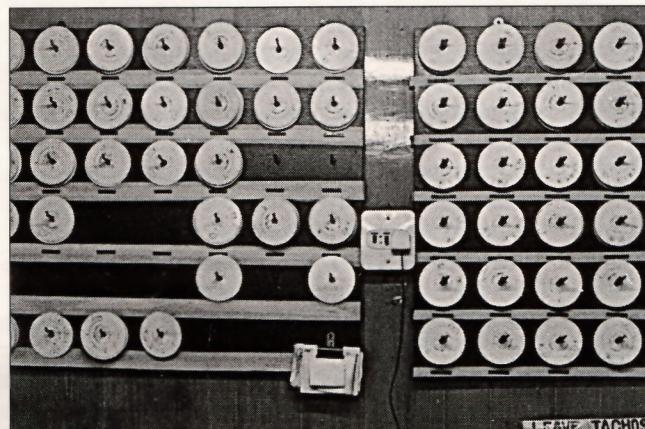
Footnote

(1) Road Traffic Act 1992 1988 Section 2 (as amended by Road Traffic Act 1991).

(2) Criminal Justice Act 1991 - Level of Fines increased 150 per cent.

(3) Operator's Licence Regulation - Evidence of loss of good repute - Public Passenger Vehicles Act 1981 Schedule 3 as amended by Regulation 2 The Public Service Vehicle Operators (Qualification) Regulations 1990 (PSV) and Relevant Convictions - The Goods Vehicles (Operators Licences, Qualification and Fees) Regulation 1984, Regulation 3 and Schedule 6 as amended 1990.

● Barry Prior is Wedlake Saint's head of transport law department



Submit all tachos for Dasher, Dancer and Prancer



Jailed ex-GMB man can drive

NORTH western deputy traffic commissioner Kenneth Birchall has decided not to take any action against the PSV driving licence held by Wigan bus driver Alan Williams, following convictions for unlawful wounding and assault.

Mr Williams, of Park Road, Wigan, had been called before the deputy commissioner at a Manchester disciplinary inquiry after being convicted and jailed for six months in March.

For Mr Williams, it was said the offences occurred away from work and were not related to driving a PCV. In August 1991 Mr Williams was off work and was giving a lift to a friend to see a tenant of his father's.

The person concerned had fallen behind on his rent and was drug dealing from the premises. He became awkward and they left. Mr Williams and his friend later had a drink and returned to see the person and to help in removing his belongings. There was damage caused to the property and the person received a cut to his head and bruising.

It was an isolated offence which the judge had accepted was out of character. Mr Williams lost his GM Buses job due to the jail sentence. Mr Birchall said he had served his sentence.



MY Bus driver banned for having no PSV

ABUS driver who obtained employment with Denton Discount Warehousing Ltd, trading as MY Bus, of Glossop, Derbyshire, when not qualified to drive PSV vehicles, has been banned from driving for two years by Stockport magistrates.

Wayne Dawes, of Hollingworth, Hyde, pleaded guilty to an offence of driving a Leyland double-decker bus on Lancashire Hill, Stockport, when not licensed to drive a vehicle of that class, and to an offence of using a PSV vehicle without a readily available fire extinguisher.

Prosecuting for the DoT, John Heaton said Mr Dawes had been employed as a double-decker bus driver by MY Bus. The company would be before the court at a future day for permitting Mr Dawes to drive a bus when not qualified to do so.

Mr Dawes had produced a photocopy of his PSV driving licence that he had tampered with to the company. In fact he was only the holder of a provisional PSV driving licence. Mr Dawes got to drive the bus by misleading the company.

MY Bus was negligent as it failed to recognise it was being mis-

YOUR WEEKLY REPORT ON LAW AND THE COACH AND BUS OPERATOR
BY MICHAEL JEWELL

led. It had clearly not looked properly at the photocopied licence.

Though Mr Dawes was not before the court for forgery, that was the background to the prosecution. Mr Dawes had been driving the bus without being accompanied by a qualified instructor, without L-plates and carrying 30 passengers. The case arose out of the vigilance of a DoT traffic examiner, who was

The court might well ask how a driver with no PSV driving licence could be behind a wheel of a double-decker bus carrying 30 passengers, travelling from Stockport to Manchester, said Mr Heaton

was on duty in the course of a PSV check at Stockport Bus Station on July 2.

A vehicle was inspected that was on a scheduled service from Stockport to Manchester. The traffic examiner spoke to the driver, Mr Dawes, who told him he was employed by MY Bus. The vehicle was



MY Bus facing

examined and it was found that there was no fire extinguisher.

Mr Dawes maintained that he had a current PSV driving licence, claiming that he had passed his test in 1991 at Nottingham. Instinct told the traffic examiner to make further inquiries. Those inquiries revealed

that Mr Dawes held a provisional PSV driving licence only. He subsequently admitted tampering with the photocopy produced to the company.

The court might well ask how a driver with no PSV driving licence could be behind a wheel of a double-decker bus carrying 30 passengers.

ABC gets green light for takeover

ASSOCIATED Bus & Coach Investments has been granted an O-licence enabling it to take over the business of Rover Coaches (Bromsgrove). The hearing took place at a Birmingham public inquiry before West Midland deputy traffic commissioner Alan Cattell.

The Stevenage-based company, trading as Rover Coaches, had applied for a new national licence authorising the operation of 16 single deckers and two double deckers.

In October, West Midland traffic commissioner John Mervyn Pugh cut the duration of the licence held by Rover Coaches

(Bromsgrove) Ltd so it expires at the end of the year.

He also placed a condition on the licence restricting operation to the 14 vehicles that had at that time been through fresh MoT tests.

His decision followed the suspension of the licence for a week while the company's vehicles were tested. The hearing of the Associated Bus & Coach Investments application was held in abeyance at that time at the company's request (Coach and Bus Week, October 24).

Associated's managing director Stuart Wild told the deputy commissioner that, if the licence was granted, they would finalise the acquisition of Rover Coaches. Associated Bus & Coach operated from 11 operating centres with 330

vehicles. He and the transport manager, David Joslin, would be in charge and a manager would be appointed.

Mr Joslin said maintenance would be carried out every four weeks, in house.

Some of the vehicles would be taken down south for preparation for their MoT tests.

He gave an assurance that any defects reported that affected road safety would result in the vehicle being taken off the road straight away.

Granting the licence, Mr Cattell said the company's application appeared to be in order.

Yellowline has authorisation and duration cut

MAINTENANCE problems have led to both the authorisation and the duration of the O-licence held by Norman Fisher, trading as Yellowline Tours, of Chichester, being cut by South Eastern and Metropolitan traffic commissioner Brigadier Michael Turner.

At an Eastbourne disciplinary inquiry the commissioner reduced the authorisation on the licence to one vehicle, and directed that it expire at the end of next April, instead of at the end of March 1995.



Claribel Coaches' duration reduced

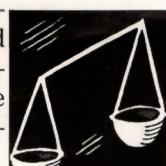


court appearance

gers, travelling from Stockport to Manchester, said Mr Heaton. The company should not have been satisfied with a photocopy of the licence and should have spotted it had been tampered with.

On November 24 Mr Dawes was convicted of construction and use of fences and driving with a provisional licence by Ashton under Lyne magistrates after a serious accident while he was working for MY Bus.

In fining Mr Dawes £48, ordering him to pay £75 prosecution costs, and disqualifying him from driving, the chairman of the magistrates said that it was a very serious matter. Mr Dawes had taken a course of action that could have brought innocent people into danger.



CLARIBEL Coaches Ltd, the associated company of Allenways Coaches Ltd, of Birmingham, whose licence was revoked after it went into voluntary liquidation, has had the duration of its licence cut to expire at the end of next March.

However, the West Midland deputy traffic commissioner Alan Cattell increased the authorisation on the licence, from 12 single deckers and two minibuses, to 14 single deckers and six minibuses, at a Birmingham public inquiry.

In revoking Allenways licence in August, West Midland traffic commissioner John Mervyn Pugh said the revocation brought into the question the repute of Margaret and David Watkiss, who were also the directors of Claribel.

However, before deciding what action to take, he wanted Claribel to produce accounts so they could be sent to a DoT financial assessor. He would also require satisfying about the system of preventative maintenance.

Before the hearing was continued, he expected each and every vehicle to pass a fresh MoT test and he would want those test certificates producing. In addition, he would direct the Vehicle Inspectorate to carry out a full fleet

inspection. He warned that the likelihood of him looking on any increase in vehicle authorisation with favour was slight (*Coach and Bus Week*, August 29).

When the hearing continued before the deputy commissioner, the financial assessor, John Kelly, said Allenways went into liquidation in March 1992 with a deficit of £130,000. Claribel was shown as a creditor for £6,000.

Claribel's accounts for 1990 had given him cause for concern. However, the management ac-

Mr Kelly said the management accounts had gone a long way to answering his questions. However, he was concerned about the high borrowing

counts dated October 1992 showed a turnaround in business. The company had increased the turnover and reduced its costs, with vehicle running expenditure going down.

In reply to Mr Kelly, managing director David Watkiss said he was satisfied there was sufficient finance to adequately maintain the company's vehicles.

Mr Kelly said the management accounts had gone a long way to answering his questions. However, he was concerned about the high borrowing, so he would like

to see the audited accounts.

For the company, Michael Carr less said all the vehicles had been tested and the test certificates had been sent to the Traffic Area Office. There was now a drivers' daily nil defect reporting system in use. The inspection records had been properly kept and the workshop was now in order. The flow chart, which scheduled vehicle inspection dates, had been changed to meet the DoT Vehicle Inspectorate recommendations.

In August 10 vehicles were examined and one immediate prohibition and one delayed prohibition were issued. That was only two weeks after the date of the first hearing and before all the vehicles had gone through their annual test. Mr Watkiss said everything the commissioner had been worried about was now in order.

Curtailing the duration of the licence, which had been due to expire at the end of next October, Mr Cattell said the renewal application would be heard at a further public inquiry when the full audited accounts must be produced.

As the additional vehicles were already in possession, and there was work for them, the increase in authorisation would be granted.



C&E Travel granted a renewal for one year

THE licence held by Eileen Hewitt, trading as C & E Travel, of Blaenavon, Gwent, has been renewed for a one-year period, for three vehicles only, by South Wales deputy traffic commissioner Gerrard Sullivan.

In addition to considering disciplinary action, the deputy commissioner also had an application for the renewal of the licence, in respect of six minibuses and two single deckers, before him at a Cardiff public inquiry. The licence had twice previously been suspended.

There was a six-week suspension in August. Then, when the renewal application came before traffic commissioner John Mervyn Pugh in November, he suspended the licence for two weeks, saying that he took a serious view of the

fact that further prohibition notices had been imposed in early October. He indicated that, if the licence was to be renewed, it would only be in respect of those vehicles that had gone through a fresh MoT test. (*Coach and Bus Week*, December 5).

In renewing the licence authorising the operation of the three vehicles which had passed their tests, Mr Sullivan pointed out that Mrs Hewitt had been operating under continuing rights, her previous licence having expired at the end of June. That meant the fresh licence effectively had only just over six months to run, which would give her an opportunity of proving she could be a good operator.



Nine-vehicle licence bid withdrawn

ABID for a licence to enable David Richards, trading as D Richards Coaches, to take over the business of B & D Richards, of Cimla Common, whose licence was revoked in August, has been withdrawn.

Mr Richards, who was seeking a national licence authorising four minibuses and five single deckers, is no relation to Bryan Richards, the proprietor of B & D Richards.

When the application came before South Wales traffic commissioner John Mervyn Pugh, he adjourned the proceedings for a month, saying that he required the production of full and detailed financial figures, which could be justified; a letter showing what rental was to be paid for the premises; and a letter from Bryan Richards outlining the lease hire agreement in relation to the vehicles (*Coach and Bus Week*, December 5).



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EXCEPTIONAL PRICES AVAILABLE

January 1993 (Ex Ramsgate – Sally Line)

1 NIGHT	B&B	£16.50	(child £8.00)
2 NIGHTS	B&B	£29.00	(child £12.00)
3 NIGHTS	B&B	£42.00	(child £16.00)

February/March 1993 (Ex Dover/Ramsgate)

1 NIGHT	B&B	£23.00	(child £12.00)
2 NIGHTS	B&B	£35.50	(child £16.00)
3 NIGHTS	B&B	£49.00	(child £20.00)

Single supplement £13.00 per night

Prices based on 40 persons travelling

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Exclusive offer to visit big-bike show

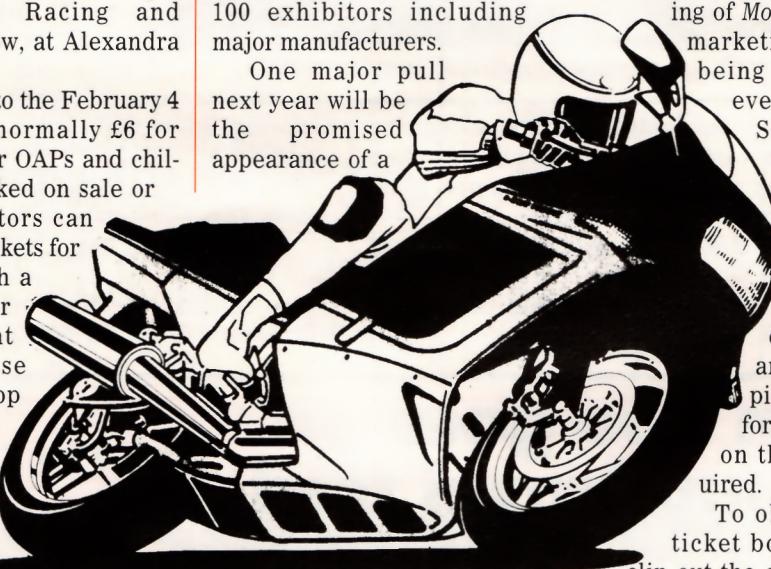
COACH and Bus Week readers can cash in on an exclusive discount by running a coach to next year's Road Racing and Superbike Show, at Alexandra Palace.

Admission to the February 4 to 7 event is normally £6 for adults, £2.50 for OAPs and children. Pre-booked on sale or return, operators can get the same tickets for £4 and £2, with a further 10 per cent discount bringing those prices down to £3.60 and £1.80.

But since you're a Coach and Bus Week reader, you can get a FURTHER five per cent bringing the prices even lower - to £3.20 and £1.70, almost half the individual rate for an adult.

The event itself is 'owned' by *Motor Cycle News*, the world's largest biking weekly, a factor which helped attract 25,000 visitors last year. Now in its 14th year, the show attracts around 100 exhibitors including major manufacturers.

One major pull next year will be the promised appearance of a



new Ducati 500 road bike - a 'first' for the show if the machine is prepared on time. Many road-racing teams will be

launched at the show, together with exotic, £1 million machines being seen for the first time. Top riders will be available to sign autographs.

In addition to the full backing of *Motor Cycle News*, marketing support is being provided by event organisers Shire PR, who will supply posters and handbills with every booking. Coach parking at the event is free, and drivers can pick up a cheque for unsold tickets on the day if required.

To obtain special ticket booking forms, clip out the coupon on this page and send it to Sam Davies, at Shire PR and Marketing, The White House, Little Wrating, Haverhill, Suffolk CB9 7UD.

No solace for weak

Tis an anomaly that, under the new package deal legislation, the watchdogs for the industry are those worst equipped to see, hear and bark when things go wrong.

For the onus to galvanise the hard-pressed Trading Standards Officers into action lands firmly on the shoulders of the consumer - who is frankly unlikely to have an understanding of his new rights or the travel businesses which should be providing them, and is unlikely to know where to go to complain.

Time and again, it has been proven that the first to spot the warning signs of a company trading outside of the law or misleading the public are that company's competitors. Yet as companies, we can do little to ensure that unscrupulous operators stick to the rules. Or can we?

One tour professional said his own plan was to watch for major transgressions of the legislation, then buy the holiday in question himself so that he could legally complain. Another of his plans was to pass information to the press.

Like many operators, he realises that the Trading Standards department is unlikely to have time for sleuthing - as MPs said in the Commons a fortnight ago. To maintain his high standards and still sell holidays, he will have to demean the cheaper opposition himself, in any legal way. His superior knowledge of the '93 package law has become his most powerful weapon.

The travel world is becoming a ruthless place. Make no mistake, 1993 will provide no solace for the weak.

Western Europeans flock to the United Kingdom

WESTERN Europeans seem set to provide the biggest growth area for incoming tourism to the UK next season.

This year's figures up to August show a record number of near-European visitors. In August alone, 1.47 million arrived in Britain, and in the eight months, 4.82 million had visited.

The figures for all overseas tourists rose four per cent to 2.3 million, and spending increased two per cent to £995 million. Since sterling's decline against the dollar and German mark, this trend is likely to have been accentuated, contributing further to Britain's estimated £8 billion foreign earnings from tourism.

Coach and Bus Week Discount Voucher

Road Racing and Superbike Show
Alexandra Palace, February 4 to 7 1993

Please send a special ticket booking form to:

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CITY: _____

COUNTY: _____

POSTCODE: _____

TEL: _____

FAX: _____

Cut out this coupon and send it to Sam Davies, at Shire PR and Marketing, The White House, Little Wrating, Haverhill, Suffolk CB9 7UD.



Claws out on the high seas

THE big cats are set to fight it out with ferries next year, as orders for wave-piercing vessels flood into the shipyards.

Condor's announcement that it is to take two for its Weymouth-Guernsey-Jersey-St Malo route next spring (*Coach and Bus Week*, December 19) has been followed by Sea Containers saying it will be beating a fast path across the Irish Sea next spring with a 40 mph catamaran.

Sea Containers says the success of the Hoverspeed SeaCat on the Stranraer-Belfast run has convinced it to invest in another vessel to run between Holyhead and Dublin.

"We have reached agreement with Holyhead but we are still in discussion with ports in Dublin Bay," said a spokeswoman for Hover-speed. The shallow-drafted ferries - which



More high-speed vessels are destined for British waters in 1993

carry cars and passengers only - may well play on their advantages and eventually provide a direct link with Dublin, leaving a new route open to groups visiting the city.

"The Belfast SeaCat docks ten minutes' walk from the city centre," said Hoverspeed. "We have a courtesy bus but many visitors prefer to walk."

Currently, the Stranraer-Belfast SeaCat provides five crossings a day at peak, four in winter. With a crossing time of 90 minutes compared to the 140 by ferry, the vessel has proven attractive to domestic tourists, 307,000 of whom used it in six months.

Isle of Man Steam Packet may also be joining the fray on its Heysham-Douglas crossing, currently operated by King Orry all year and Lady of Mann in summer. The board was last week due to discuss

replacing Lady of Mann with a high-speed catamaran.

The idea may well be sparked by Sea Containers' 42 per cent stake in Steam Packet, and its successes since 1990 with the Tasmanian-built vessels on the short-sea routes. Indeed, the vessels have been a worldwide success, serving ports in Canada and elsewhere.



BARRY ISLAND • PENARTH • LLANTWIT MAJOR • COWBRIDGE '93

Vale guide

THE delights of the Vale of Glamorgan are brought into focus in a new full-colour tourism guide to the area, which includes Barry Island.

Though not targeted at the coach operator, the brochure nonetheless has some useful detail of attractions and accommodation, presented stylishly. Only a limited number of hotels listed are suitable for coach use.

 A free copy of the guide can be obtained by ringing 0446 709469.

London Zoo goes on the group travel trail

London Zoo will be exhibiting at two popular group travel shows in the new year; Excursions at Wembley on January 14 and the Day Out Fair on February 13 at Chatham's Historic Dockyard.

Visitors to the London Zoo stand will be able to collect fun giveaways, meet a giant panda - of the costume variety - and enter a free competition to win a group visit for up to 30 people.

Group organisers will be also able to pick up 1993 rates, information on the zoo's special scout/guide days, as well as details on a two-night package with the Youth Hostels Association.

Anita Waddell, London Zoo's sales executive is looking forward to both exhibitions and said: "In the past these two shows have been highly successful for the zoo and it is expected we will see a repeat performance in 1993. London Zoo is going through an exciting phase of its life and visitors to our stand will be able to hear more about the zoo's new development plans, due to be announced in February."

Group rates until March 1, 1993 are; adult £4.50, children (4-15) £2.80, OAP £3.70.

 For further details contact Anita Waddell at London Zoo on 071 586 3910

Shoe show opening at Clarks

SOMERSET shoe firm Clarks is planning a new tourist attraction to open soon at its Street factory.

A 41,000 square foot area has got planning permission for a factory shop, factory demonstration area, shoe museum, cafe and children's play area. Clarks has based the plans on American factory outlets, which have grown into a multi-million dollar concern.

Work on the project has already begun.

'You got it' now on the motorway

BURGER King has opened its first motorway services restaurant at Pavilion's Hilton Park, on the M6 at Wolverhampton. The burger bar was opened by Gladiators stars Flame, Phoenix and Lightning.

Derv prices are stable

The pattern of fuel prices across Europe remains much the same, with UK pump derv hitting a middle line.

Austria	£2.13	Italy	£2.45
Belgium	£2.31	Luxembourg	£1.63
Denmark	£2.31	Netherlands	£1.91
Finland	£1.91	Norway	£1.45
France	£1.91	Portugal	£2.13
Germany	£2.00	Spain	£2.04
Greece	£1.91	Sweden	£2.45
Irish Rep	£2.63	Switzerland	£2.13

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Southcliffe Hotel

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All the comfort, friendliness and service you can expect and under the personal supervision of the Directors of the Hotel and at all times by our friendly attentive staff.

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DAY AND NIGHT (29417/CWL)

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MARKETPLACE

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Coach & Bus Week are introducing a new service for readers and advertisers in the classified section. Our classified index will enable you to find the vehicle, product or service you want quickly and easily - simply check the index and turn to the relevant page.

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COACH SALES

0733 898111

AEC

AEC PLAXTON SUPREME, 53 seats, power door, radio cassette, ZF box, MoT Sept 93, excellent runner, good condition all round. £5,500. Tel. 0705 872434.

(34121/CS/AEC)

YEOMANS CANYON TRAVEL, due to new vehicle replacement we have for sale the following: 1979 AEC DUPLE DOMINANT II, express doors, 53 seaters, tested, £4,000 + VAT. Choice of 3. Tel. Hereford 0432 356201. (29406/CS/AEC)

AEC 760, 1977, 53 seats, MoT Sept 1993, £4,250 + VAT. For further details contact Philip Bowran, PMT Limited (0782) 744744. (32841/CS/AEC)

BEDFORD

1986 BEDFORD YNV Duple 320 SL, air suspension, 52 reclining seats, toilet, TV, video P/A radio cassette, tinted windows, curtains, owner driven, £25,500 + VAT ono. Tel. 0253 49731. (29814/CS/BE)

1980 BEDFORD YMT SUPREME IV, reclining seats, curtains, reconditioned engine, new batteries, steering ram, compressor. Tested November 1993. £6,200. Tel. 0724 870135. (29833)

0733 898111**COACH SALES****0733 898111****BEDFORD****1982 BEDFORD**

30 seat Welfare Bus with rear wheelchair lift, air door and step, very clean, Class 5, MoT to May '93. £4,250 + VAT
Tel. Eastwoods Birmingham 021 328 5959 (29880/CS/BE)

TWO 1988**BEDFORD YNV**

Plaxton Paramount 3200 model, 57 seats, radio, PA etc.

Full year's MoT, own buyers from new.

£35,500 + VAT (each)
Tel. 0532 505921
0532 502120 (34132/CS/BE)

BEDFORD YMPS

Paramount, 35 seater, B reg, MoT until July 1993. Brown stripe moquette soft trim, tinted double glazing, side lockers, radio/pa/cassette. Very good condition.

£25,000
0543 377977 (32811/CS/BE)

1979 V BEDFORD YLQ PLAXTON SUPREME

45 reclining seats, MoT July 1993

£6,750 + VAT

1976 P BEDFORD YLQ DUPLE DOMINANT I

MoT June 1993

£3,250 + VAT

1980 BEDFORD PJK PLAXTON

29 seater, long MoT, painted brilliant white, very smart vehicle inside & out

£6,250 + VAT

May consider Minibus in P/X
Tel: 0793 436067 (29810/CS/BE)

1979 BEDFORD DUPLE, 53 seater, 500 reconditioned engine fitted Sept '91, air door, full draw curtains, wheel trims, heated windscreen, excellent condition, £6,000 + VAT. Tel. 0546 603114. (32840/CS/BE)

1987 BEDFORD YNV Plaxton MkIII, 57 seats, tinted windows, side lockers, PA radio/cassette, MoT November 1993, reconditioned engine. £32,000 + VAT. Tel. Wainfleet Coaches 0203 383243. (29414/CS/BE)

BEDFORD YRQ, 10 metre, 45 seater, 1976, Duple Dominant, blue, unwritten, HEAD GASKET U/S, tested to Jan 1993. Offers please. Tel. 0895 230643. (29818/CS/BE)

BOVA

BOVA EUROPA, 1983, 53 seats, recliners, radio/cassette, PA system, exhaust brake, very clean, 6 months MoT, £19,000 ono + VAT. Tel. Mansfield 0623 550012. Excellent condition. (30067/CS/BOV)

BOVA**1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M**

CHOICE OF FOUR THREE with reclining seats, centre sunken toilet, continental door, double glazed side windows, etc.

MOSELEY (PCV) LTD

Tel. 0302 330600 (29874/CS/BOV)

BRISTOL

1977 BRISTOL LH PLAXTON, 41 seater, express doors, dest equip, recent paint and upholstered, tidy vehicle but no MoT, £2,500 + VAT. May be willing to p/ex for minibus. Tel. 03552 35292 (Glasgow). (34129/CS/BR)

1977 BRISTOL LH/DP, 41 seater Plaxton Supreme, 12 months MoT. Tel. 0226 722052/725003. (34131/CS/BR)

1977 BRISTOL LH, Plaxton, 35 seats, rebuilt engine, MoT December 93, £3,250 + VAT or near offer. Tel. 0705 871211. (29805/CS/BR)

DAF**DAF SB 2300 JONCKHEERE P50**

1984

49 recliners plus courier. Offside rear floor mounted toilet, centre continental door with drivers' bunk. Excellent condition. 12 months MoT.

£29,000 + VAT

Part exchange considered for 53/57 seaters

Wanted: 2 Van Hool reclining seats

0605 48253 (29410/CS/DAF)

1988 MB230 CAETANO ALGARVE

49/53, demountable toilet, fridge, water boiler, TV, video, double glazed, radio, tape PA, f/d curtains, MoT May '93.

£52,000 ono

p/x considered

Tel. 0506 872787 or (0836) 705036 (34146/CS/DAF)

1983 DAF EXEC PLAXTON PARAMOUNT 3200

MB200, MoT July '93. Taxed April, rear sunken toilet, coffee machine, wired for TV, video. 49 recliners + courier, double glazing, Webasto, curtains, rear scope, speed limiter. All white. Last 3 years history.

£26,000 ono + VAT
Tel. 0344 412302 (32806/CS/DAF)

CHOICE OF 2, 1989 DAF 425 INTEGRAL, ZF, 7 speed, huge luggage area, 55 recliners, TV, video, double glazed, courier, PA, 220k only, full service history. Reasonable offers. Blythswood Motors. Tel. 041-221 3165 or 041-639 6107 evenings. (32836/CS/DAF)

1982 DAF MB200, 57 seater, Supreme V, recent reconditioned engine, MoT June 1993, good condition, £19,000 ono. Tel. 0425 652842. (29832/CS/DAF)

DAF

1985 DAF DUPLE CARIBBEAN II, 49 seater, rear sunken toilet, continental door, drinks machine, courier seat, curtains, TV, video, radio/PA, recent repaint, smart looking vehicle, MoT May '93, £23,000 p/x considered. Tel. (031440) 1013, Edinburgh. (29900/CS/DAF)

FORD

V Reg

FORD T152

35 seat Duple Dominant II, MoT Jan '92, will retest.

£5,500 ono

Tel. (daytime) 051-327 6296

051-327 2354 (after hours)

(29801/CS/FO)

1983 FORD R1114 DOMINANT IV, 53 seater, 12 months MoT, new engine, new springs, radio pa, £9,000 reduced to £8,000 + VAT. Tel. (0977) 610773. (34130/CS/FO)

FORD PLAXTON 1975 in excellent condition, MoT Oct 1993, 45 seats, this vehicle is sound throughout, £2,550. Tel. 0222 881422/881477. (34223/CS/FO)

1983 FORD 1114, 53 seater, tested April 93, fair condition, new short motor October '92, Eberspacher heater, £8,000 ono. Tel. 0244 531187. (34126/CS/FO)

LEYLAND**LEYLAND**

1989 LEYLAND TIGER (CUMMINS) (AXTON PARAMOUNT) 12M. Choice of two. **ALL SOLD**

1989 LEYLAND TIGER (TL11/260 BHP) PLAXTON PARAMOUNT 3200 12M. Choice of two.

1989 (AUGUST) LEYLAND TIGER (TL11/260 BHP) DUPLE 320 12M.

1989 LEYLAND TIGER (TL11/260 BHP) DUPLE 320 12M.

All coaches with 53 reclining seats, double glazed tinted side windows, pull-down blinds, Telma retarder and chassis autolube.

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MCW**MCW METROLINER 1983**

51 recliners, all white, 12 months MoT, Cummins L10 engine, good reliable coach.

£16,000 + VAT

Dunn Line
0602 784088 (32809/CS/MCW)

1984 MCW, CUMMINS L10, 67 reclining, toilet, two fridges, h/c water, TV, fittings for two videos, pay phone, tables, MoT Sept 93, taxed 6 months, £18,500 + VAT, HP possible & possible part exchange. Tel. 0932 353339 (Surrey, Nr M25). (29835/CS/MCW)

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NEW 811D extended 33 service seats + 12 standees, 750mm glider door, latest Dip Tac steps, Allison auto, stock + new Merc 809D conversion, wide power door, 24 coach seats, good dual purpose vehicle, stock. **Blythswood Motors, Glasgow**. Tel. 041-221 3165 or 041-639 6107 evenings. (32839/CS/ME)

1991 MERCEDES 814D, extended, turbo intercooler 134 bhp, semi-executive with 24 seats, wired and boxed for video, radio cassette/PA system, servery, wired for drinks machine, 4 tables with lamps, tinted windows, full draw curtains, forced air vents, very large boot, 60,000 kms only, £33,000 + VAT. Tel. 0606 832171. (34247/CS/MER)

NEW MERCEDES 711D turbo luxury coach built, 28 seats, large boot, boot racks, power swivel door, stock, £39,000. **NEW MERCEDES 709D**, 29 service seats. 7 standees, coachbuilt, wide entrance door and passage, Eberspacher heating, Dip Tac, 2 weeks. Also 609 24 and 26 with or without power door. **MERCEDES 410**, 16 seats, immediate delivery. Tel. Blythswood Motors, on 041-221 3165 or 041-639 6107 evenings. (32838/CS/ME)

CRYSTALS**FORD T152**

9m, power door, 15,000 miles only, 32 sts, reg. Nov 82, immac, Ann Nov 93

£7,250 + VAT

FORD

53 str, reg May 79, Ann Sept 93, blue ext, Autumn int, very tidy throughout.

£5,600 + VAT

(0322) 228538

(0302) 328888

(32834/CS/ME)

MAN**JONCKHEERE DEAUVILLE**

1990 (G)

51 recliners, centre sunken toilet, monitor, boiler, fridge, MAN 290hp engine. Vehicle in daily use.

Bargain price £69,995 + tyres + VAT

Tel. Bob Dunn, Dunn Line
(0602) 784088 (32810/CS/MAN)

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15 coach moquette seats, tinted windows in frames, usual hi spec to include luggage racks, quadvent, saloon heater, radio/cassette, one only available. £21,250 or built at a lower specification £20,600

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(32833/CS/ME)

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(29883/CS/ME)

SCANIA

1986

SCANIA PLAXTON 4000

71-75 seats, VCR/TV, toilet, fridge, radio cassette, driver's bunk, tax, MoT. Choice of 2

£55,000 eachRing M. Stephenson on
(0793) 615266
(34222/CS/SC)**VAN HOOL**

1984

Van Hool Alicron 815

49 recliners, double glazing, centre sunken toilet, TV/video, Webasto, ferry-lift, driver's bunk, private plate, MoT'd July '93, very good condition.

£26,000 + VATTel. 085 52 229/220
(Scot)
(34119/CS/VAN)

1986
VOLVO B10 MT TRI AXLE
£65,000

Due to arrival of new vehicles we have this very nice coach for sale. Apart from being a cracker and eye catcher, this coach has 67 seats, 5 monitors, drinks, toilet, CD system, Plaxton 4000 RS. In fact the all round super coach on the best running gear. Maintained to the highest standard. Work available with large tour firm. May take B58 Volvo in part exchange.

Call Transport Manager on
0259 212802 (Scotland)
(29899/CS/VO)

APR '86 B10M 3200

55 recliners, curtains, pannier lockers etc
£44,000

OCT '86 B10M 3200

48 recliners, toilet, coffee machine etc
£48,000

MAR '87 B10M 3500

49/53 recliners, centre demountable toilet and coffee machine etc
£55,000

All above are clean, well maintained MoT'd motors
DORSET QUEEN COACHES
Nr Dorchester, Dorset
Tel. (0305) 852829
(30085/CS/VO)

**1988 VOLVO B10M**

GL, Telma, ZF, Webasto, Plaxton 3500 4 star low driver, 49/53 reclining seats with tables and glove nets. Demountable toilet, continental door, aircraft lockers, Klix drinks machine/fridge, TV/video/radio, double glazed, sun blinds, full curtains, all rubber floor carpeted gangway, 3 large air extractors, bunk and through pannier lockers, airport lights, full 12 months MoT, superb condition, owned from new.

£62,500 + VAT

Flights Coach Travel Ltd
Birmingham 021 554 5232
TWO SOLD - One remaining
(29889/CS/VO)

VOLVO**1984****VOLVO**

B10M Duple Caribbean, 51 recliners, brown interior, rear continental door, radio cassette PA, red and white exterior, very good condition.

£28,000 ono

Tel. 08907 71283
(29897/CS/VO)

1987 B10M Duple 340, 55 seater, low driving position, blinds to windows, continental door, radio, MoT April 1993. Well maintained vehicle, £51,250. Tel. 0744 33275.
(29412/CS/VO)

1984 VOLVO B10M Plaxton 3200, 53 recliners, MoT 30/11/93. **1985 VOLVO B10M** Plaxton 3500, 49/53 recliners, 3 star, MoT 7/11/93. **1986 VOLVO B10M** Plaxton 3200, 53 recliners, MoT 8/11/93. All good condition. Tel. 091-232 7304.
(34230/CS/VO)

B58. Reg April 1979, Plaxton Supreme, 51 R seats, s/auto, Telma, Bristol Dome, power door, radio + p/a, p/plate, new test. **£10,500 plus VAT.** Tel. 0248 750304 **North Wales.**
(30054/CS/VO)

VOLVO B58, 1978 V reg, 57 seats, taxed, MoT, arm rests, curtains, tinted windows, radio PA, power door, very clean vehicle, £12,950 ono. **Cumbria Coaches (0209) 717152.**
(29403/CS/VO)

VOLVO B58, 1976 Plaxton Supreme, Paramount front, 53 seats, MoT April 93, £7,000. **Cumbria Coaches (0475) 530692.**
(34127/CS/VO)

VOLVO B58 Plaxton Supreme 4, TV, video, toilet, drinks, fridge, tinted windows, recent trim, tax, MoT May, £12,000. Tel. 0706 624646.
(32822/CS/VO)

1984 B10M Plaxton Paramount 3500, 50 seats + courier, Telma, double glazed, PA/radio/tape, MoT March '93

The above vehicle has been operated and regularly serviced by us since new - full maintenance records available for inspection.

Telephone
Epsom Coaches
0372 725252
(29404/CS/VO)

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1984
LEYLAND WADHAM STRINGER VANGUARD

24 seat community bus with tail-lift, 65,000 miles. Class V, tested Nov '93. In exceptional condition inside and out. Must be seen.

£5,350 + VAT
Tel. 0422 375893
or 0836 778777
(29408/BS/SD)

1982 LEYLAND CUB, 31 seats, Duple Dominant service bus, new test, exceptionally clean condition, £5,250 + VAT. Tel. **Weekday 069887 242, evenings or weekends 069887 289/264.**
(34141/BS/SD)

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1988 (F) 'THE CLUB COACH', 16 recliners + courier, 2 tables + seat-back tables, video, hot drinks, fridge, huge boot - and the sweet bit, certified as a minibus! £23,000

1989 (G) GL, 21 seater, all usual features, curtains cleaned and floor polished £23,500

1989 (G) GL, 21 seater as above, with facility to convert to 19 seats + 2 tables, with hot drinks and cold cabinet £24,950

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Coleshill Birmingham

021-730 2020

(29405/MM/MNC)

1983 MERCEDES 309D, 12 seater, coach seats, mint condition, 12 months MoT. £2,900 + VAT ono. Tel. 061-203 5111. (34214/MM/MNC)

MIDI COACHES

1989

MERC 609

23 seater midicoach, electric power door, immaculate condition, MoT July 1993 - white

£18,000 + VAT

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(29839/MM/MC)

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Leyland DAF 400 Series, high spec, lux 16 seater minibuses, high top, inc. TV & Video.

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1988 TRANSIT, 15 seater, passenger, good condition, MoT Oct '93, petrol, PSV, £5,000 + VAT ono. Tel. Newcastle 091-265 6747. (30089/MM/MB)

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814 MERCEDES PLAXTON, 33 seats, luxury, power door, deep boot, side lockers. 2 weeks

709 MERCEDES, stage carriage, 29 seats plus 6 standees. 2 weeks

USED

1991 TRANSIT 190 Turbo, 16 seats.

1989 MERCEDES 609, 24 seat, luxury.

1988 MERCEDES 609, 27 seat, luxury.

1989 FORD TRANSIT, petrol, 15 seat, non PSV.

1984 TRANSIT, 16 seat, diesel.

1980 TRANSIT, 8 seat, petrol with tail-lift.

1990 Transit, 15 seat, diesel.

FOR HIRE

814 MERCEDES, 26 coach seats, power door, large boot, for long term hire.

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1988 F MERCEDES 709D, 25 seats, or facility for 6 wheel chairs, under-floor tail lift, white exterior, MoT Aug 93.
1987 D IVECO 49/10, 19/21 seats, power door, destination gear, choice of 2, MoT June 93.
1986 D IVECO 79/14 Caetano, 24 moquette bus seats, power door, white exterior, MoT Sept 93.
1986 D FORD TRANSIT, 14 seats, petrol, s/door, white exterior, MoT Sept 93.
1986 D MERCEDES 608D, 21 seats, 7 standees, power door, MoT April 93.
1983 Y MAN VANHOOZ, 38 seats, centre toilet/kitchen, courier seat, TV, video, MoT April 93.
1978 T BEDFORD YMT Plaxton Supreme III, 53 seats, power door, MoT Sept 93.
1978 T BEDFORD YMT Duple Dominant, bus body, 59 seats, luggage pen, MoT April 93.

DOUBLE DECKERS ROUTEMASTER, AEC engines, long MoTs, choice of 8.

OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP. Fax 041-777 8138

1988 (E) VOLVO B10M Plaxton Paramount 3500, 49 seat coach, toilet, continental door, TV, video, radio PA, MoT April 93.
1987 D BEDFORD Plaxton Paramount 3200, 53 seats, power door, tinted windows, MoT May 93.
1985 B VOLVO B10M, Plaxton Paramount 3500, 50 seats, rear toilet, HP ZF auto gearbox, white exterior, MoT Sept 93.
1984 A VOLVO B10M Plaxton Paramount 3500, 53 seat coach, power door, tinted windows, double glazed, MoT April 93.
1984 A BEDFORD YNT Duple Laser I, 53 seats, power door, tinted windows, MoT Sept 93.
1983 Y VOLVO B10M Duple Dominant IV, 53 seats, power door, tinted windows, double glazed, MoT November 93.
1979 PP VOLVO B58 Plaxton Supreme IV, 57 seats, power door, radio PA, MoT April 93.
1978 S LEYLAND Leopard Duple Dominant, 49 seats, semi auto, express doors, destination gear, MoT June 93.

(33368/ASG)

VEHICLE SALES



Bob Vale Coach Sales

TEL: 081 574 3424

Norwood Wharf,
Norwood Road,
Southall,
Middx UB2 4JX
Fax: 081 813 8237
Tel: Eve: 0296 630267

Merry Christmas and a Prosperous New Year

VOLVO

1988	E VOLVO B10M VAN HOOL ALIZEE H	fully automatic gearbox, 49/53 reclining seats, courier seat, centre sunken toilet, continental door, Webasto heating, double glazing, Blaupunkt radio PA cassette	£69,500
1988	E VOLVO B10M PLAXTON PARAMOUNT 3200	57 seats, pannier lockers, tinted glass, Telma retarder, radio PA cassette, new test	£62,500
1985	PP VOLVO VAN HOOL ALIZEE H	53 reclining seats + courier, double glazing, Telma, Webasto, radio PA cassette	£47,500
1985	B VOLVO B10M PLAXTON 3200	53 reclining seats + courier, Telma, radio PA cassette, side lockers, new test	£36,000
1982	X VOLVO B10M PLAXTON VIEWMASTER	48 reclining seats + courier, rear sunken toilet, continental door, bunk, TV video, boiler, curtains, radio PA	£22,500

DAF

1988	E DAF SB2305 DUPLE 340 SL	Splitter G/box, 57 reclining seats, Sutrik air conditioning, centre continental door, radio PA cassette	£47,500
1981	DAF MB 200 DK TL JONCKHEERE BERMUDA	49 reclining seats, courier seat, drinks, bunk, radio PA, TV	£17,500
1986	PP DAF BOVA FUTURA	49 reclining seats, centre sunken demountable toilet, with continental door, Webasto, bunk, curtains, new test, double glazing	£44,500
1986	C DAF MB230 DKFL LAG Galaxy	51 reclining seats, courier seat, rear sunken toilet, continental door, tinted windows, radio PA cassette, Webasto	£25,500
1986	DAF 2300 PLAXTON 3200	55 fixed seats, radio PA, power door, test Dec '93	£37,500

LEYLAND

1986	C LEYLAND TIGER 245 PLAXTON PARAMOUNT 3500	53 reclining seats, courier seat, ZF manual gearbox, radio PA cassette, curtains, immaculate. Choice of 3	£42,500
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1986 DAF MB230 DKVL	11.6 litre ZF gearbox, disc brakes, Duple 320, 51 recliners, toilet, radio/pa, power door, grey interior, white exterior. This vehicle is as clean as a new pin, a driver's machine and credit to any fleet. Aug '83 test.
1985 LEYLAND TIGER 245	12 metre semi-automatic Berkhof Everest II, 53 Vogel recliners, curtains, radio/pa, power door, acres of luggage room, green interior, white exterior. A well-maintained coach which is a real eye-catcher. Nov '83 test.
1985 BEDFORD YNT	11 metre, 6-speed ZF gearbox, Duple Laser, 53 retrimmed seats, radio/pa, power door, red/grey interior, cream interior. This coach is unmarked, clean and warm. July '83 test.
1982 VOLVO B58 ZF	12 metre, reconditioned engine, Duple Dom IV, 53 recliners, double-glazed, curtains, power door. New panels and moulding, layout gives well updated appearance to a very good machine. Cream and brown exterior, autumn coloured interior. Sept '83 test.
1983 LEYLAND TIGER 245	semi-automatic, 11 metre Duple Dom IV Express. 53 retrimmed coach seats. A sensible dual-purpose coach in good condition. Brown interior, cream exterior. May '83 test.
1981 LEYLAND LEOPARD 680	semi-auto 11 metre Plaxton Supreme IV Express. Reconditioned body, retrimmed seats, painted cream. Looks and goes very well. Nov '83 test.
1981 LEYLAND LEOPARD 680 ZF	12 metre Plaxton Supreme IV. 53 recliners, very clean, radio/pa, curtains, brown interior, cream exterior. Reliable, good to drive. Oct '83 test.
1981 LEYLAND LEOPARD 680	semi-auto 11 metre Willowbrook 008. 49 seats, cream/brown exterior. Clean and healthy. April '83 test.
1981 FORD R1114 DUPLE DOMINANT II	53 seats, power door, painted white. Tidy bread and butter machine, not to be ashamed of. May '83 test.
1977 LEYLAND LEOPARD	semi-auto 11 metre Dominant Express. 53 seats in red/grey, repanelled and painted white. Framework in decent order, as is the rest throughout. Oct '83 test.
1977 LEYLAND LEOPARD 680	manual. Power steering, Alexander body, 53 service seats, 24 standees. Clean condition, ideal for driver training and back-up machine. Choice of two. Quite acceptable for any contract and service route. Dec '83 test.
1987 DODGE 4-cylinder turbo automatic	Northern Counties. Service seats, yellow and white exterior, brown interior. Neat and handy. March '83 test.
1988 FORD TRANSIT 2.5 Di 14 str	cream exterior. Reliable and economical. May '83 test.

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1986 LEYLAND TIGER 245, Duple Laser II, 53 reclining seats, curtains to side windows. Absolutely immaculate and a very special price. Long MoT.

1985 DAF SB2300 DHS VAN ROOJEN ODYSSEE Rock'n'Roll band coach including: 44 seats, toilet, shower, hot/cold water, fridge, full servy, Telma retarder, brand new MoT. Available immediately!

1985 C MERCEDES 0303 RHS, 53 reclining seats and courier seat, o/s rear continental door, full air conditioning, new MoT.

1984 DAF SBR2300 DHS JONCKHEERE JUBILEE P99, double-decker Rock'n'Roll band coach including: 16 beds, toilet, full servy including microwave and fridge, upper lounge area, 20 reclining seats, 240V generator and Telma retarder and including full air conditioning, new MoT. Drive away today.

1981 DAF MB 200, Plaxton Supreme IV, 50 reclining seats, long MoT, in first class condition for its year. Available now.

1981 W FORD R1114, Plaxton Supreme IV GT, 51 reclining seats, tinted side windows, Jake brake, MoT March '93, available from stock immediately.

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armrests. Stock.NEW MERCEDES 711 Turbo, conversion,
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power door, 24 c seats, dual purpose vehicle.
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arm rests. Stock.NEW MERCEDES 711 Turbo, conversion power
swivel door, 24 + 1 large boot. stock.

NEW MERC 609D, 26 c seats, coach spec. stock.

NEW MERC 609D, 24 c seats, p/dor, boot,
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NEW MERC 410D, 16 c seats, Devon, stock.

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or service spec, 1 standees.

NEW MERCEDES 16, coach seats, stock.

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NEW TRANSIT 15, seats, 24 seats, diesel, stock.

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seats, high roof, coachbuilt, stock.

NEW DAF 400, diesel, 16 PSV, hi spec, stock.

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NEW MERCEDES 709, 24 underfloor tail lift,
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NEW MERCEDES 410, 16 seats, luxury, stock.

NEW MERCEDES 408 Luxury, 16, stock.

92 (K) MERCEDES 609, 24 coach, boot.

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91 MERC 609D 24 power door, tested.

91 (J) LEYLAND TIGER, 29 + 7, p/dor, low
mile, tested.

91 TALBOT 10 Tri Axle, 22 + 8 moquette.

91 TALBOT 12, PSV, diesel.

91 MERC 609, 24 c seats, boot and p.dor.

90 TRANSIT 14, diesel, LWB, PSV.

90 TRANSIT 12, diesel, SWB, PSV.

90 TALBOT TR AXLE, 22 + 8 standees

90 (H) MERCEDES, 24 coach spec.

90 (K) MERCEDES 609, 24 c seats, boot, tested.

90 MERCEDES 609, 24 c seats, boot.

90 TRANSIT 16, p door, 1 standees.

89 DAF 425, 51/55 exec.

89 425 DAF & CUMMINS ENGINE, 51/55

recliners, TV, digizel, courier seat, PA.

88 MERCEDES OPTARE, 33 seats, plus

standees.

88 MERCEDES 609, 25, p. door, destination.

88 MERCEDES 609, 26, p. door, tested.

88 MERCEDES 811D, 27 coach spec

88 TRANSIT 12, diesel LWB from entrance.

87 TRANSIT Petrol, 12, PSV, SWB.

87 MERCEDES 811 Turbo, 27 seats, tested.

86 IVECO, 19 + 7 standees, service

buses, manual box, tested.

86 TRANSIT Diesel, crew bus, 13 seats.

86 RENAULT DODGE, 20 + standees,

large entry door, Telma, auto, power

steering, tested.

86 LEYLAND CUB OPTARE, 33 plus

standees.

86 SHERPA, 16 + standees service bus.

86 TRANSIT 12, LWB, petrol, PSV.

85 IVECO 18 seats, Beja coach, tested.

85 LEYLAND DOYAN SA, exec, 51

+ recliners, TV, video, long test, 400k

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85 DAF MB200 ALGARVE, 51 recliners,

toilet, Splitter gearbox, new test.

84 MAN ASTRON, 60 seats, TV, toilet,

full spec, tested.

84 VW High top, 14 seat, petrol, non PSV.

84 MCW DD Cummins, 73 seats, tested.

84 NEOPLAN MERC 75 seat, full spec,

V10 man box, new test.

83 VOLVO JONCKHEERE EXEC, 48 +

toilet, TV.

83 VOLV B10M BERKHOFF, 49, toilet, TV.

83 DOODGE R BURGESS, diesel, auto, 17 F

door.

83 TRANSIT 15 seat diesel, non PSV.

82 GOLDLINER B11 VOLVO EXEC,

46, toilet and servery

82 VOLVO GOLDLINER, 53 recliners,

glazed, courier

79 FORD 45 Duple II, new test.

79 VOLVO Duple II, 48 rec, toilet, tested.

79 VOLVO Duple II, 48 rec, toilet, tested.

79 VOLVO UNICAR, 55 seat, tested.

78 LEYLAND DUPLI-E, tested.

76 LEYLAND AEC, 45 Plaxton, no test.

78 BEDFORD Plaxton, 53 clean tested.

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seat, 6 months old, cost approx £550, Blaupunkt radio/cassette/PA,
replacemebt parts £22,750 + VAT1989 DAF SB2300 DHTD DUPLE 320, 51/53 recliners, demountable servery,
rear toilet, gangway carpet, one owner, good condition, MoT March '93 £55,000
+ VAT1987 DAF BOVA FUTURA, high floor, 49 recliners + courier, double glazing,
curtains, centre toilet, continental door, driver's bunk, 2 TVs & video fitted, all
white, excellent condition £55,500 + VAT1984 DAF DKFL MB200 DUPLE CARIBBEAN, full exec, 49-seater + courier,
MoT January '93, wired TV and video, first class condition in every day
use £32,000 + VAT1984 VOLVO VAN HOOL, low driver, 49 seats, toilet, TV/video, coffee machine,
private plate £40,0001983 P90 B10M VOLVO, 58 seater, MOT April 10, TV, video, hot water boiler,
toilet, fridge, please note px taken up to £12,000 £30,000 ono1983 NEOPLAN SKYLINER MERCEDES V10, manual ZF, 6 speed, multi
screen video, toilet, fridge, boiler, 77 reclining seats, fully refurbished, reconditioned
engine, 2 owners from new, MoT Jan '93 £38,000 + VAT1980 BEDFORD PJK, 29-seater, new front resprayed, new springs, tyres and
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1980 BEDFORD YMT, 12 metre, Duple, 53 seats, new test £7,500 + VAT

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seats, toilet, wired TV & video,
MoT March 93.B10M VOLVO PLAXTON, 51
seater, Nov 1989, full spec, reclin-
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video, MoT Nov 93.LEYLAND LYNX service bus,
Sept 1989, MoT Sept 93, 51
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(29873/VSG)V REG FORD Plaxton,
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door, vgc £5,000 ono
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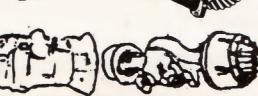
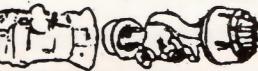
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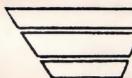
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Operators who may be interested in providing such services on a contract basis and who are not already on Centro's Tendering List are invited to write to the Passenger Services Manager at the address below before 11 January 1993.

2. INFORMATION REGARDING THE OUTCOME OF TENDERS

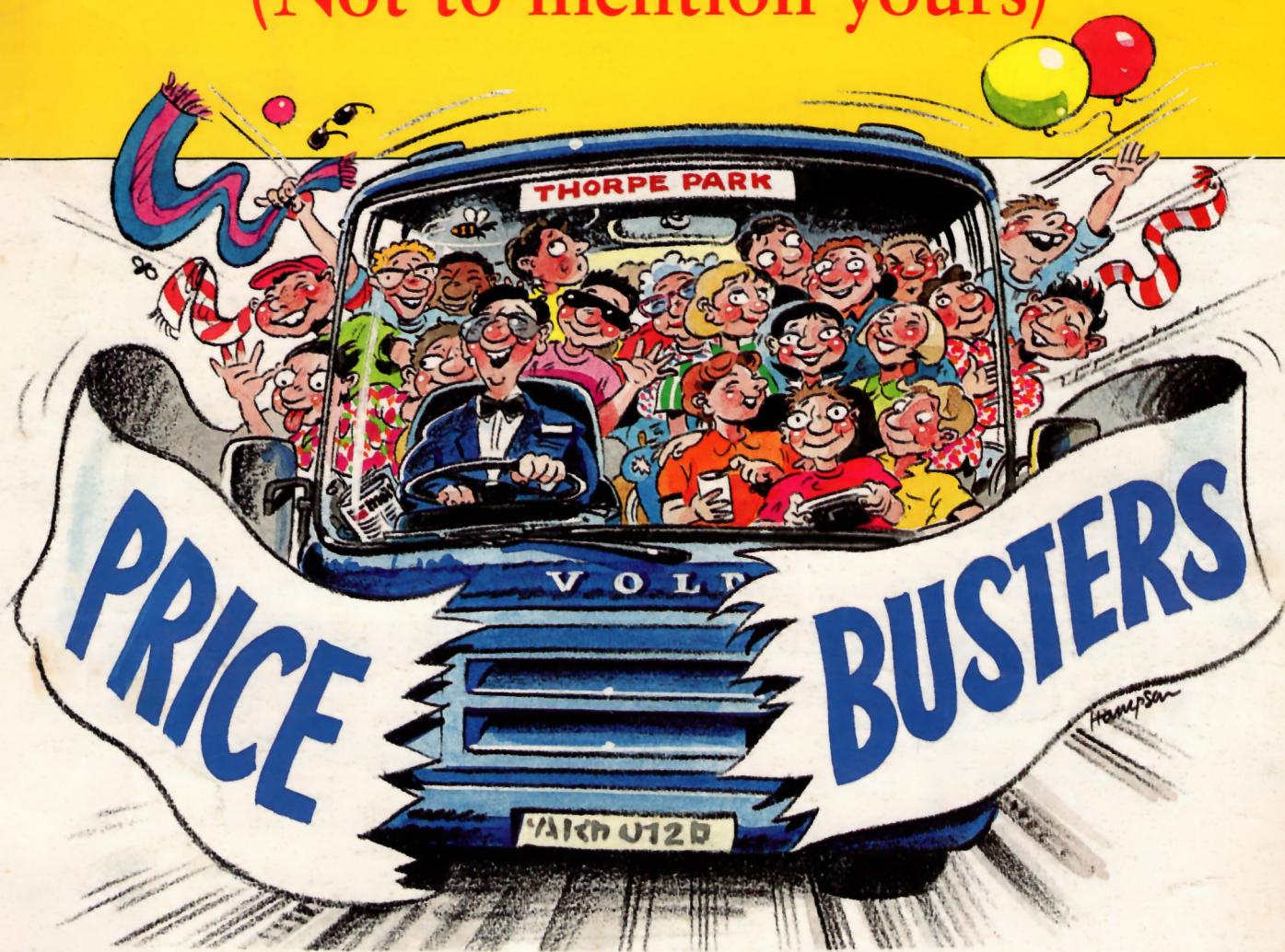
Information published in accordance with Sections 90(2) and 90(3) of the 1985 Transport Act and the Services Subsidy Agreements (Tendering) Regulations 1985 is available for inspection during normal office hours in the Reception Office at the address below.

CENTRO
Operations Department
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